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The Independent Republic Quarterly

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Calendar Events:

- **Regular Meeting**
Sunday, July 13, 3:00
p.m.: Conway Li-
brary Meeting Room:
Professor Veronica
Gerald, "The Gullah
Culture in Horry
County"
- **Regular Meeting**
Sunday, October 12,
at 3:00 p.m.: Myrtle
Beach Train Depot,
view "The Waves of
Change: The Story
of Myrtle Beach, SC"
- **2008 Holiday Market**
at the Bryan House
November 1-9

*The Independent
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History of the "Infamous Buist Tract" and Its Wildfires

By Thomas J. Straka, David W. Dantzler,
Greg K. Yarrow, and J. Benjamin Burroughs

What is the Buist Tract and what makes it infamous? The Buist Tract is a large tract of land that lies between Conway and Myrtle Beach, South Carolina. Until recently it was the largest undeveloped tract of land on South Carolina's coast. However, anyone driving down U.S. Highway 501 from Conway to Myrtle Beach or bypassing Myrtle Beach on the Carolina Bays Parkway can see that much of that area is now developed. The infamy comes from the tract's wildfire history. The South Carolina Forestry Commission used the phrase, "infamous Buist Tract,"¹ to describe the area where the single worst wildfire in state history occurred in 1976.

Thirty years ago there was little development on U.S. Highway 501 from the outskirts of Conway to the Intracoastal Waterway. Today, at least in proximity to the highway, it is nearly all developed. U.S. Highways 22 and 31 now bisect it. Still, large expanses of the tract remain undeveloped due to the almost impenetrable natural features called Carolina Bays that are concentrated in the area. These bays are unique natural areas with numerous inimitable environmentally-sensitive plants, some of which are now protected under federal law. The Lewis Ocean Bay Heritage Preserve, located in

the heart of the area, protects nearly 9,400 acres from development.²

This same tract was once a bombing range. During World War II a great deal of ground gunnery and bombing training took place in South Carolina. Large expanses of undeveloped land were needed for such training. One large expanse existed just west of the Grand Strand and Myrtle Beach, mostly immediately west of the



***S.C. Forestry Commission Tank
at 1976 Clear Pond Fire***

Intracoastal Waterway. This area is generally bounded by S.C. Highway 90 to the north, U.S. Highway 17 to the east and south, and U.S. Highway 501 to the west.

Prior to World War II, this area was largely privately-owned and was

used for timbering, turpentine, and farming. However, only a small portion of the land was actually used for growing crops and the area was sparsely settled. One of the landowners described the area just prior to World War II: "There was about 66,000 acres of woodlands, but very little farms within that. There was a fringe by the highway of small farms, but I expect 95 percent of it was just woods land."³

While it is true that just prior to World War II the area consisted of mostly small farms, this was not always the case. In the colonial and antebellum eras and even up until the late 1800s, large tracts in this area were owned by planters or their descendants. One such case is the plantation owned by Peter Vaught Sr. (1787-1867) and later by Peter Vaught Jr. (1824-1897). A survey dated 1846 shows Peter Vaught Sr.'s plantation encompassed 4,628 acres. This plantation was located on the northern portion of the tract and stretched from the seashore back towards S.C. Highway 90.⁴

Late nineteenth century and early twentieth century maps show one village, "Vaught," in the area of the plantation owned by Peter Vaught Jr. The community of Vaught, located in the area sometimes referred to as Restaurant Row, was large enough to have a store and its own post office. It was located just off the Old Kingston Road that once connected the village of Kingston, now known as Conway, to the Broad Road (also known as the King's Highway or U.S. Highway 17). Keep in mind that there was no Intracoastal Waterway at that time and roads ran from S.C. Highway 90 (a sandy ridge road that connected Little River to Conway via Cox's Ferry on the Waccamaw River) to the seaboard, unobstructed by waterways. Secondary roads ran between Vaught and S.C. Highway 90 in the areas of Star Bluff Ferry on the Waccamaw River and Wampee. These early roads led to Vaught, located on the edge of the northern portion of what would later become the Buist Tract.⁵ Robert Mills' 1825 map of Horry District shows four Vaught families living on the northern portion of the area. The same map labels the vast center of the area "impassable bays."⁶

Carolina Bays

Geology and vegetation played a large role in the lack of development in the area. Much of this area is covered in "Carolina bays." Carolina bays are shallow, generally elliptical depressions that align along their long axes in a general northwest/southeast direction.⁷ They occur ubiquitously over the southeastern Coastal Plain, ranging from New Jersey to northern Florida. But they are most common in southeastern North Carolina and the South Carolina Lowcountry.⁸ Many of the Carolina bays in Horry County are surrounded by sandy rims or ridges, often more pronounced on the southeastern side, which can extend out several hundred feet. The bays range in size from a few acres to a few thou-

sand acres.

Most of the Carolina bays in South Carolina rest on top of thick impermeable clay layers (as much as 25 feet thick) that trap water, creating swamp bays or bogs. Usually Carolina bays have no drainage in or out of them. The main water input is precipitation and the main water outflow is evapotranspiration. One thinks of these bays as being wetlands, but they are actually shallow basins that range from being permanently wet or sometimes dry.⁹ These bays support a diverse habitat for rare plants including the Venus Fly Trap. Black bears depend upon these areas for refuge as development increases.

The shallow depressions create permanent ecosystems supporting thick underbrush of evergreen plants, like sweet bay and red bay. They are the very essence of inhospitality and their impressive number is the reason little development has occurred in the area.

A military report describes this area just prior to World War II, "The surrounding country is thinly populated and, for the most part, densely wooded, and the ground in much of the territory is harried by an impenetrable mass of bayberry bushes, brambles and a multitude of noxious growths. A few small subsistence farms are to be found here and there but commercial planting on an extensive basis is non-existent because of the negligible agricultural value of the soil and the lack of adequate drainage."¹⁰

The Buist Tract

The Buist Tract is related to the large paper mill in Georgetown. The Southern Kraft Company, a subsidiary of International Paper Company, constructed a Kraft mill there in the early 1930s. Their Woodlands Division began to purchase land and timber, and in 1936 they acquired a timber deed from Susie M. Tyson for the timber contained on a 600-acre tract that was part of what would become the Buist Tract. Tyson had acquired these timber rights from George Buist of Charleston. Buist engaged in land acquisition and acquired 47,000 acres in Horry County that he called the Socastee Plantation.¹¹ The lands were acquired mostly in tax delinquency sales during the depression.¹²

Controversy arose when Buist claimed the 600 acres of pulpwood were not part of the Tyson timber deed. The Southern Kraft Company disagreed and Buist brought suit against the company. In settling the suit, discussion led to the possibility of the company purchasing the 600 acres and eventually purchasing the entire 47,000 acres. On August 15, 1937 the Southern Kraft Company purchased 46,491 acres from George Buist for \$6.00 per acre. The Socastee Plantation assembled by Buist during the depression consisted of



1976 Clear Pond Fire — U.S. Highway 501

over 100 contiguous parcels. Its boundaries were roughly S.C. Highway 544 (from Socastee to Conway), S.C. Highway 90 (from Conway to Wampee), and the newly dug Intracoastal Waterway. A local railroad traversed the tract from Conway to the young resort of Myrtle Beach along the route that became U.S. Highway 501. The tract of land was used to supply pulpwood to the Georgetown mill, logs to the Jackson Timber Company at Red Hill, and turpentine rights to chemical companies. By the end of the decade, additional acquisitions brought the total acres to 48,000, a block of land twelve miles north and south and six miles east and west at its longest and widest.¹³ This collection of land purchases was eventually called the “Buist Tract” by International Paper Company, which continued acquiring adjacent properties from other owners and combining them to the “Socastee Plantation” tract purchased from George Buist.

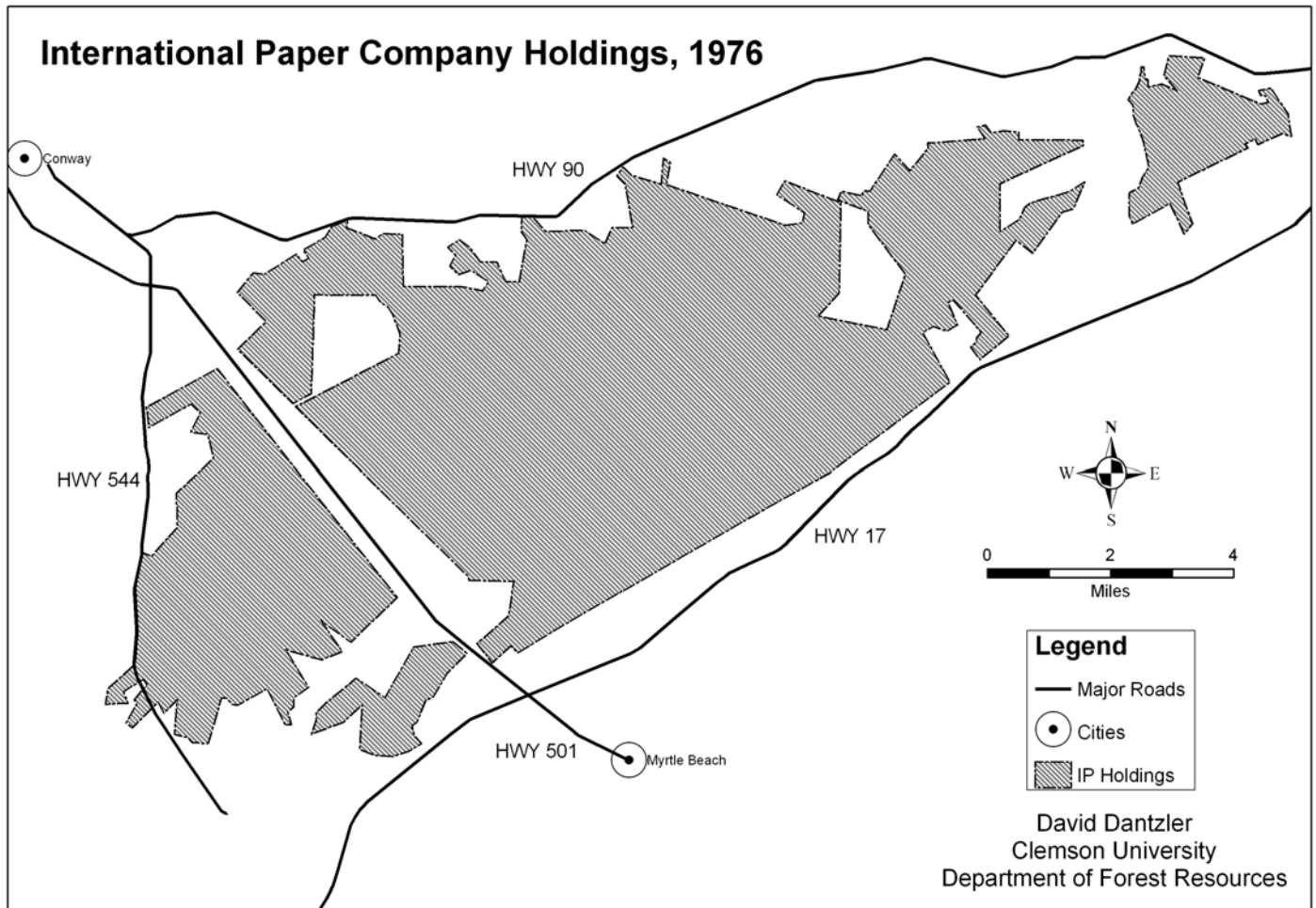
The road system consisted of one-lane sandy roads. The Henry Road ran north-south, near and parallel to the Intracoastal Waterway (near the route of Carolina Bays Parkway), the Burroughs Road ran east-west from S.C. Highway 90 to the Intracoastal Waterway (now International Drive), and other major roads were Telephone, CCC (Civilian Conservation Corps), Target,

Gardner Lacy, Perry, Singleton Ridge, Ocean Bay, and Flowery Gap.¹⁴ Parts of these roads are still in use as of 2007. During World War II the Target and Cypress Road sections were used for aerial bombing practice and the lands adjacent to Telephone Road were used for aerial strafing practice. Thousands of bombs were exploded on the tract. Many 50-caliber bullets ended up in the trees and ground.¹⁵

World War II Creates a Need

Part of the explanation as to why this large block of undeveloped land persisted into this century was its use during World War II as a bombing range. Government necessity created an uninhabited area over 50,000 acres. This surely helped consolidate ownership and encouraged the perception of wildness.

The attack on Pearl Harbor occurred December 7, 1941 and might be seen as the point of American involvement in World War II. However, weeks before that event, people in Horry County were told in The Horry Herald that large areas of their county may be required for a bombing range.¹⁶ War Department requirements might necessitate that up to 300 people, mostly farmers, would have to move off of a proposed bombing range “...bounded by the railroad [from Red Hill to the water-



way] on the southward, by highway number 90 [from Red Hill to the Wampee fire tower] and the Inland Waterway [from a point opposite the fire tower to the railroad bridge at Pine Island].” Government men went through the area first leasing and then buying land in the area which included many homes along S.C. Highway 90. The local newspaper reflected community sentiment when it stated, “This may turn out to be necessary, although sad and deplorable.”¹⁷

Within a week, many people were upset. Little additional farm land was available for the soon to be “refugees” as all the other farms in the county were occupied. People were to be compensated for their land and homes, but the amount of compensation was the big issue.¹⁸ The first issue of the local newspaper after Pearl Harbor left little doubt in regards to what was about to happen. Headlines screamed, “The Japanese War Situation Requires Bombing Range. Fifty-Four Thousand Acres Here are Required by the Federal Government Almost at Once. Timber Not Already Cut Will Be Left. War Department to Act Either by Outright Purchase of the Land or Condemnation.”¹⁹

Over 300 families were expected to be displaced. The appraised value of the land and timber was paid by

the federal government. Some large land owners chose to cut and sell the timber rather than take the appraised value. If disagreements over the value occurred, a jury would decide on the contested valuation. One unanswered question was whether or not title would come back to the original owners if the federal government no longer needed the land.²⁰ Suit was brought in federal court for immediate possession of the land; fair payment would be determined later.²¹ Within a week, the newspaper reported the federal government was entitled to immediate possession of the lands and, upon service of the court order, could enter and take full and complete possession.²² The actual number of acres in the bombing range was 55,854; government-leased acres were 36,608; and government-owned acres were 19,246.²³

Before the month was over, buildings could no longer be moved off the bombing range.²⁴ By the middle of February over 200 families had accepted the government’s offer. Only 18 families remained, and some of those were in the process of moving.²⁵ Problems quickly arose when Congress legislated away a plan for owners to have one-half of their property taxes for 1941 deducted from their settlement checks.²⁶ “Zero Hour” was Saturday, March 28, 1942 at noon. When zero hour was declared seven families remained and some of them

were in the process of trying to vacate. Landowners who had signed options were already receiving checks.²⁷ Small problems persisted. Non-owners were removing windows and door fixtures from the new government property in April.²⁸ Some who had signed options had not been paid by July.²⁹ In August a newspaper headline reported, “Plane Crashes on Bombing Range.”³⁰

In 1979 the Horry County Historical Society’s publication, *The Independent Republic Quarterly*, listed the individual tracts purchased and leased for the bombing range by tract number, former owner, and acreage sold or leased. A map of the range with tracts was also included in that issue.³¹ That summary shows 19,226 acres were sold to the government and 36,196 were leased to the government. The numbers in this summary are nearly identical to the numbers published in the 1940s. International Paper Company leased 34,684 acres to the government and Burroughs & Collins Company sold 2,334 acres and leased 142 acres. The Holliday family owned 944 acres. Myrtle Beach Farms had 474 acres and Canal Wood Corporation had 202 acres on the bombing range. Many family names are on multiple tracts, indicating adjoining family members or divided estates. Some of the same surnames found on the Horry District map included in the *Mills Atlas of*

the State of South Carolina 1825 show up on the list of landowners that sold or leased their property for the bombing range: Vaught, Bellamy, Vereen, Lewis, Green, Lee, and Cox.

The map of the Bombing Range confirms newspapers reports. Most of the farms were concentrated along S.C. Highway 90 to the north of the impassable bays of the earlier maps. These farms tended to be relatively small. Excluding the International Paper Company and Burroughs & Collins Company tracts, there were 270 tracts ranging from 0.17 to 866 acres. Table 1 gives the number of tracts by tract size.³² Forty-nine of the tracts were less than five acres in size. Sixty-four percent of the tracts were less than 50 acres. Ninety-four percent of the tracts were less than 250 acres.

The wife of one of the relocated farmers described the move, “We got notice that we had to be out in thirty days, and that was almost impossible to do. After we got the notice, we got ready to move. There weren’t any vacant houses in the community, so we decided we would tear down our pack house where we stored our tobacco in the summer, and we tore it down and rebuilt it on a place that we had about a mile up the road, then moved our furniture in, and it was really a ‘pack house’



1976 Clear Pond Fire—Scorched US Highway 501

then! We lived in there for four months while they were tearing down our other house. ... We had a small – thirty-four acres of land - up there. We rebuilt our house on it, so the house I'm living in is really the house that I lived in down the road.”³³

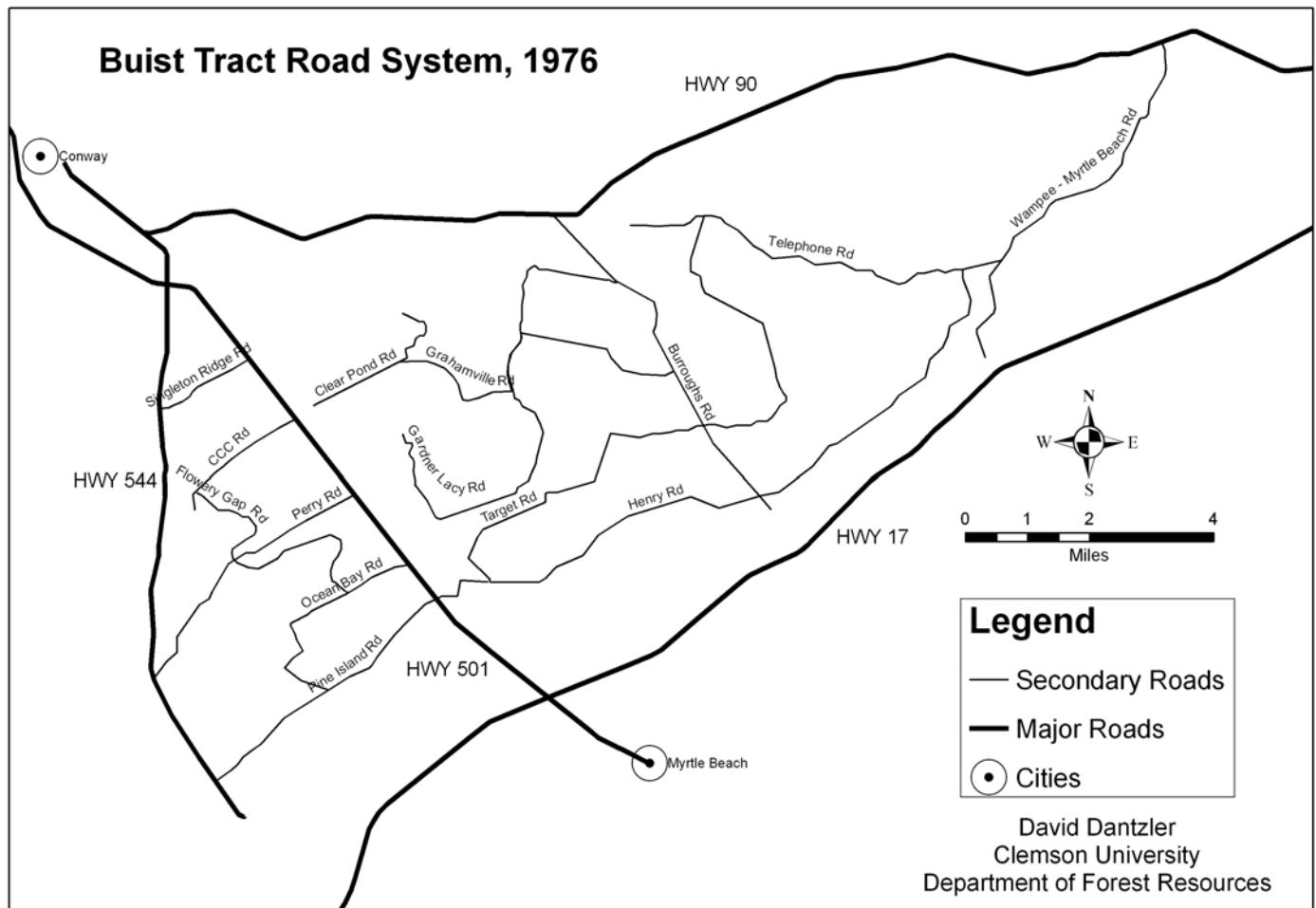
Depending on the timeframe and source, the area was called the Conway Bombing and Gunnery Range, the Myrtle Beach General Bombing Range, or the Horry County Bombing Range. From June 1940 to December 1941, various units of the Army Air Corps were assigned to the Myrtle Beach Municipal Airport. In March 1942 the airport became the Myrtle Beach General Bombing and Gunnery Range and in 1943 it became the Myrtle Beach Army Air Field.³⁴

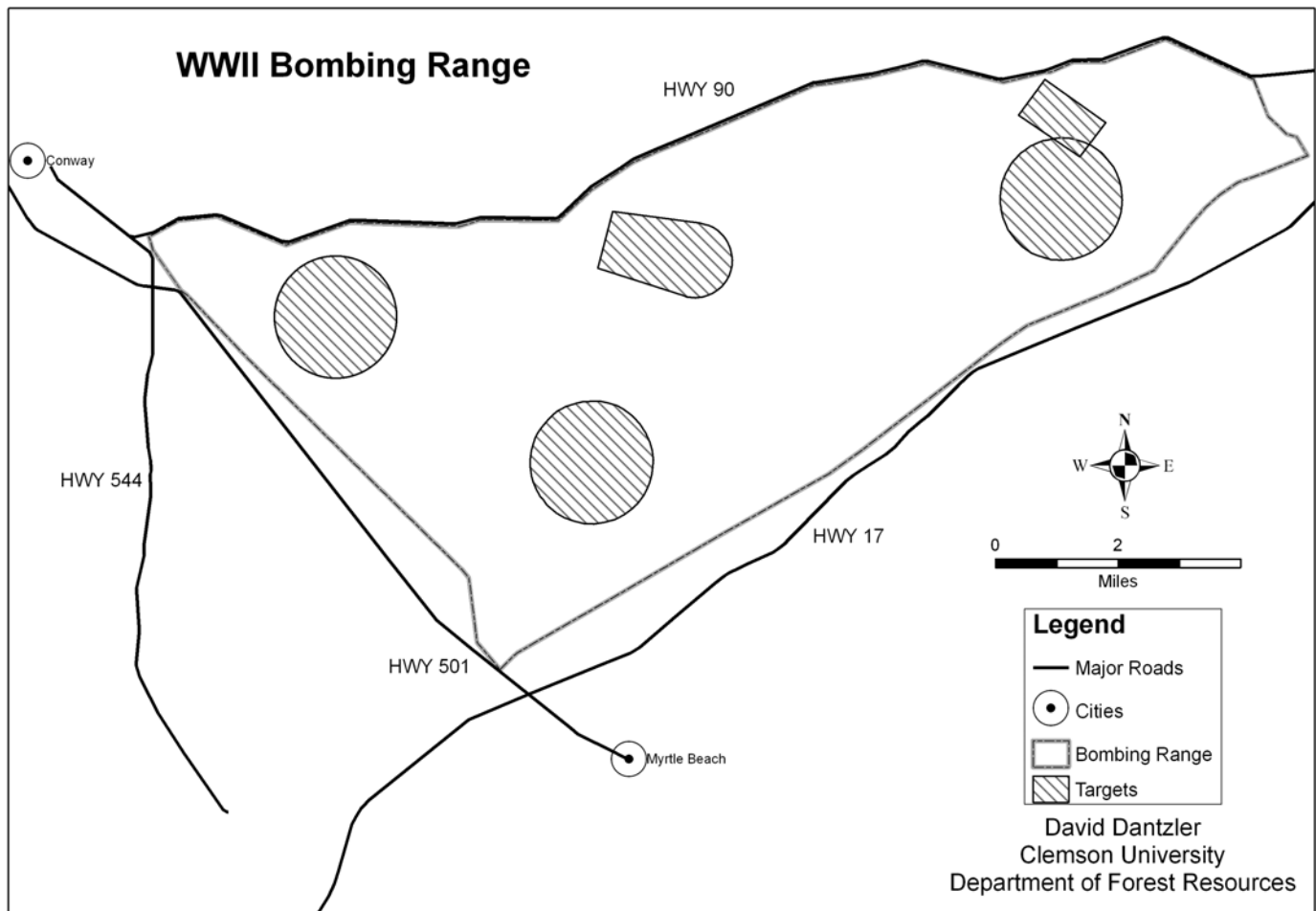
The Conway Bombing and Gunnery Range consisted of five bombing ranges, and five small arms ranges. Primary uses were: demolition bombing; practice bombing; moving machine gun firing; rifle marksmanship; pattern bombing; skip bombing; rocket firing; parafrag bombing; fixed, flexible and aerial gunnery; high medium and low altitude bombing; night bombing; and air to ground gunnery. The range was heavily used until early 1946. Starting in 1945 some leases were terminated and by

late 1948 all were terminated. Acreage owned by the government was transferred to the War Assets Administration in mid-1948 and eventually sold.³⁵

In early 1949 the newspaper reported that the Federal Land Bank was renting an office in Conway and offering these lands back to their former owners. Some of the land was sold to the Town of Myrtle Beach on a priority basis and the Town of Conway claimed some land on the same basis. Conway planned to use the land for an airport and perhaps a golf course, but withdrew its application.³⁶ By June the Federal Land Bank office was open and former owners were notified. Most of the land offered for sale was facing S.C. Highway 90. Many former property owners were reported to be interested in reacquiring their properties.³⁷ One displaced landowner stated, “We sold our property. We got it back in about four or six years. I know we’d begun to think that we weren’t going to get it back. They sold it back to us at a reduced price.”³⁸

In September the newspapers reported, “After a long time the former owners of the ... big section of Horry County known as the Myrtle Beach Bombing and Gunnery Range managed to convince congressmen that





should have their lands back. They had until September 15 to exercise priority and it appears by the great number of federal deeds now on file that a great majority of the former owners have their land back now and already a great development is taking place in all that section of Horry as a visit there will show. What is left will be advertised and sold off.”

“It is not forgotten that the government evidently took more of these lands than was necessary for the purpose of airplane practice. It is remembered that the warplanes took the entire county as their field of operations. These planes didn’t confine their operations to the land that had been designated as the bombing range. Not at all. Farmers in far outlying sections remember that missiles were dropped (unintentionally of course) now and then on lands that had not been taken. But all that is forgotten now as the former owners have taken their lands back.”

“The country roads and county roads are still being opened up again and are being traversed by trucks hauling out saw timber and pulp wood from large tracts. Furthermore, there are signs all about that the fields within the range are being recleared of small growth that sprang up there during the war.”

“The government cut little timber off the land. They had a small mill at Nixonville and another at another point. They disposed of timber on only a few tracts near Myrtle Beach.”³⁹

The untamed nature of the area ensured that it was an area with ample wildlife. Black bears and herds of deer were reported. Bears destroyed an acre of corn not far from Myrtle Beach near Singleton’s Swash and a 300-400 pound black bear was shot there. “It is not unusual for motorists driving the new road that connects Conway and Myrtle Beach to see bears crossing the road ahead of them.” The former owners posted the lands, and some organized hunt clubs.⁴⁰ By October, 1949 problems were noted on the lands. Regular patrol of the section had ceased and trespassers went unnoticed.⁴¹

After World War II

By the end of the 1940s, 2,500 acres that were not part of the former gunnery range were added to the Buist Tract when Southern Kraft Company purchased additional land in the northern portion of the area. Around the same time, it was realized that Myrtle Beach’s airbase necessitated a shorter trip between



1976

Clear Pond Fire Photos

(Left Page Top to Bottom:)

***—SC Forestry Plow Base
at Meade Fire Tower***

—Plows on Highway 90

***—One of 65 Plows from 28
Counties***

(Right Page)

***—Forestry Plane drops
Water and Fertilizer Mix***

***—Wind Died Down on
April 13th***



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Conway and Myrtle Beach. Consequently, between 1940 and 1946, two-lane U.S. Highway 501 was constructed through the tract (with a 210-acre right-of-way going to the state). In the early 1950s, the Southern Kraft Company became the Southern Kraft Division of International Paper Company. The post-war boom had begun and the development of Myrtle Beach entered a new phase.⁴²

Much of the timbering west of the Intracoastal Waterway was performed by E. Craig Wall's Canal Wood Corporation. They had purchased the Jackson Lumber Company and operated on their own lands and the Buist Tract. East of the Intracoastal Waterway a great deal of the timbering was performed by the Burroughs Timber Company which had ties to the land-developing Myrtle Beach Farms Company. Using good foresight, the Burroughs interests proposed a land exchange with International Paper Company -- 2,700 acres located in the middle of the Buist Tract on both sides of U.S. Highway 501 for 8,000 acres in northern Horry County. International Paper Company's main



interest was growing timber and the exchange took place in 1956. Burroughs Timber Company anticipated Myrtle Beach's growth westward along the U.S. Highway 501 corridor. During the 1950s, International Paper Company added another 2,700 acres to the Buist Tract and its net acres remained the same. In the 1960s land sales exceeded purchases by 1,500 acres and the Buist Tract was reduced to about 49,000 acres.⁴³

During the 1950s, International Paper Company practiced intensive forestry on the tract which involved clear cutting and replanting. Prior to this, most forest regeneration on the Buist Tract was by natural reseed-ing. Land transactions, mainly along the U.S. Highway 501 corridor, started to dismantle the Buist Tract. In 1961 land was formally donated for the University of South Carolina's Coastal Carolina Extension Center, which became Coastal Carolina University on July 1, 1993. E.C. Wall, Sr. purchased nearly 1,000 acres of the remaining land on U.S. Highway 501 and the land immediately across from Myrtle Beach. Purchases were also made on Burcol Road (the name was derived from Burroughs & Collins Road) and in the Forestbrook section. In time, these lands became the Waccamaw Pottery Mall complex, the Waccamaw Brick Plant, and the residential neighborhoods on Burcol and Forestbrook Roads. Quail Creek Golf Club was developed on some of the land Craig Wall, Sr. had purchased near Coastal Carolina University. This was the first of many golf courses developed on the Buist Tract. Not all development was golf courses. In the late 1960s the City of Myrtle Beach used a portion of the tract adjacent to the Intracoastal Waterway as a burning dump and this continued until state law banned this type of landfill in the early 1970s. The dump was covered and abandoned.⁴⁴

The 1970s marked a major change in the Buist Tract. International Paper Company's land utilization department performed a corporate-wide land inventory and the Buist Tract was recognized as a major land asset. Clay Brittain, Jr., a local hotel owner, approached International Paper Company with the idea to build a golf course on the Buist Tract. Although a land sale was not acceptable, the deal was cemented with a land swap. Mr. Brittain approached the Holliday family of Galivants Ferry who had accumulated significant forestry acreage over several generations. They became partners and 4,000 acres of Holliday forestry land was exchanged for 900 acres of the Buist Tract. This became the Myrtle Beach National Golf Course that opened in the mid-1970s as a three-course complex. Horry County acquired 255 acres to open the Atlantic Business Park (later known as the Atlantic Center) and some of the land from the Holliday exchange was used to build Skyway Golf course. By the end of the 1970s, four golf courses were on the Buist Tract.⁴⁵

In June of 1976 International Paper Company's real estate subsidiary, IP Realty, transferred two large par-

cels from its inventory, which became the Burning Ridge Golf Complex and the River Oaks Golf Plantation. The projects started in the early 1980s and resulted in over 1,000 housing units being added to the Buist Tract. In the early 1970s the Horry County Solid Waste Authority acquired over 700 acres on the tract off S.C. Highway 90 for its main landfill. Eight more parcels transferred in 1978. Lands off Burcol Road, east of Forestbrook Road and south of S.C. Highway 544 had been sold. The western boundary of the lower Buist Tract was now Singleton Ridge Road. These sales exceeded purchases by 6,000 acres. As a result, the Buist Tract began the 1980s with 43,000 acres.⁴⁶

The western edge of the Intracoastal Waterway contained large sand deposits resulting from the digging of the Waterway and subsequent dredging operations. International Paper Company owned the land, but the Corps of Engineers had a 1,200 foot spoil easement with the right to deposit spoil material as needed. This limited development along the Waterway. Some of the sand deposits were sold and used in construction and beach renourishment projects. After Hurricane Hugo in 1989 much of this sand was used to replenish local beaches.

Another 12,000 acres was sold during the 1980s. Some of it became Wild Wings Golf Course and the Legends Golf Complex. The Lewis Ocean Bay Heritage Preserve was established in 1989 and today nearly 9,400 acres of the Buist Tract is preserved under state ownership. By June 1992 the Buist Tract had been reduced down to 31,000 acres, 6,000 acres south of U.S. Highway 501 and 25,000 acres north of it.⁴⁷ Development on the tract continues at a rapid pace in 2007. The four-lane Carolina Bays Parkway (S.C. Highway 31) running parallel to the Intracoastal Waterway opened in 2002 providing easy access to the tract. Veteran's Highway (S.C. Highway 22) bisects the tract in the opposite direction. Many of the conditions that made the tract infamous still exist, not far from the four lanes of pavement.

Recent Fire History

The geology and vegetation of the old bombing range has ensured a long wildfire history for the area. The vegetation on much of the area is adapted to fire ecology. A large fire was reported in early 1950. Headlines read, "Greatest Woods Fire Hurts Bombing Range, Starts Near Old Myrtle Beach Highway – Flames Roll Through Tops of Pine Trees – Showers of Tuesday Morning Help Stop Further Spread." The article said, "Since the bombing range lands were sold back to the former owners some of the territory has had more or less trouble, in one way or another, but the worst fire of all turned out in that section the first of this week." Thousands of acres of timberland were totally destroyed. The road from Conway to Myrtle Beach had to be closed.⁴⁸

The fire history of the old bombing range certainly extends back centuries. Recent fire history is well-documented and provides interesting insights into what the area is capable of in terms of a fire disaster. The Bombing Range was very close to Myrtle Beach and today is subject to significant development pressure. The area's fire history ought to be a consideration in this development. Of particular interest are two major fires, occurring in 1954 and 1976.⁴⁹

The first fire started during the afternoon of Sunday, June 27, 1954 on U.S. Highway 501 between Conway and Myrtle Beach. The cause was likely a discarded cigarette or a match thrown from a car.⁵⁰ It was a day of record heat (108 degrees). The fire started on the north side of U.S. Highway 501 and quickly jumped the railroad tracks, heading in a northerly direction towards S.C. Highway 90.⁵¹ By Sunday night 300-400 acres had burned and the fire was somewhat under control. Changing winds and very dry conditions prevented the firefighters from maintaining control.⁵²

Early the next day fire broke over the lines. Wind was blowing out of the northeast. The fire jumped U.S. Highway 501 and established a second head on the southern side of the highway. There were now two heads and the fire was completely out of control. The southern head was hotter and moving towards the Intracoastal Waterway and the Myrtle Beach Airport with a half-mile front to the south of U.S. Highway 501. Containment at Ocean Bay Road, a sandy single lane road (roughly where Carolina Bays Parkway would eventually be built) failed, and containment efforts moved to Pine Island Road (approximately Forestbrook Road), the last road before the Intracoastal Waterway. Pine Island Road was backfired and held.⁵³ During the night tractor crews attempted to flank the fire on the south. U.S. Highway 501 was barricaded through the day and the thick smoke slowed cars down to 10 mph.

On Tuesday and Wednesday multiple breakovers continued to occur both north and south of U.S. Highway 501. On the southern side of the highway major activity was off Flowery Gap Road, Ocean Bay Road, Perry Road, and Singleton Ridge Road. North of U.S. Highway 501 the major activity was near Cotton Patch Bay, Mary's Pasture, and the Baker Tract (near S.C. Highway 90). By Thursday morning the fire was controlled, but still dangerous, with the exception of Cotton Patch Bay which was contained. Early Saturday 200 cases of ditching dynamite were procured to blast a ditch to stop the underground fire in the bay. By night fall, the first two sections were blasted with excellent results and blasting continued Sunday. This fire burned 10,162 acres and most of the burned acres were owned by International Paper Company.⁵⁴

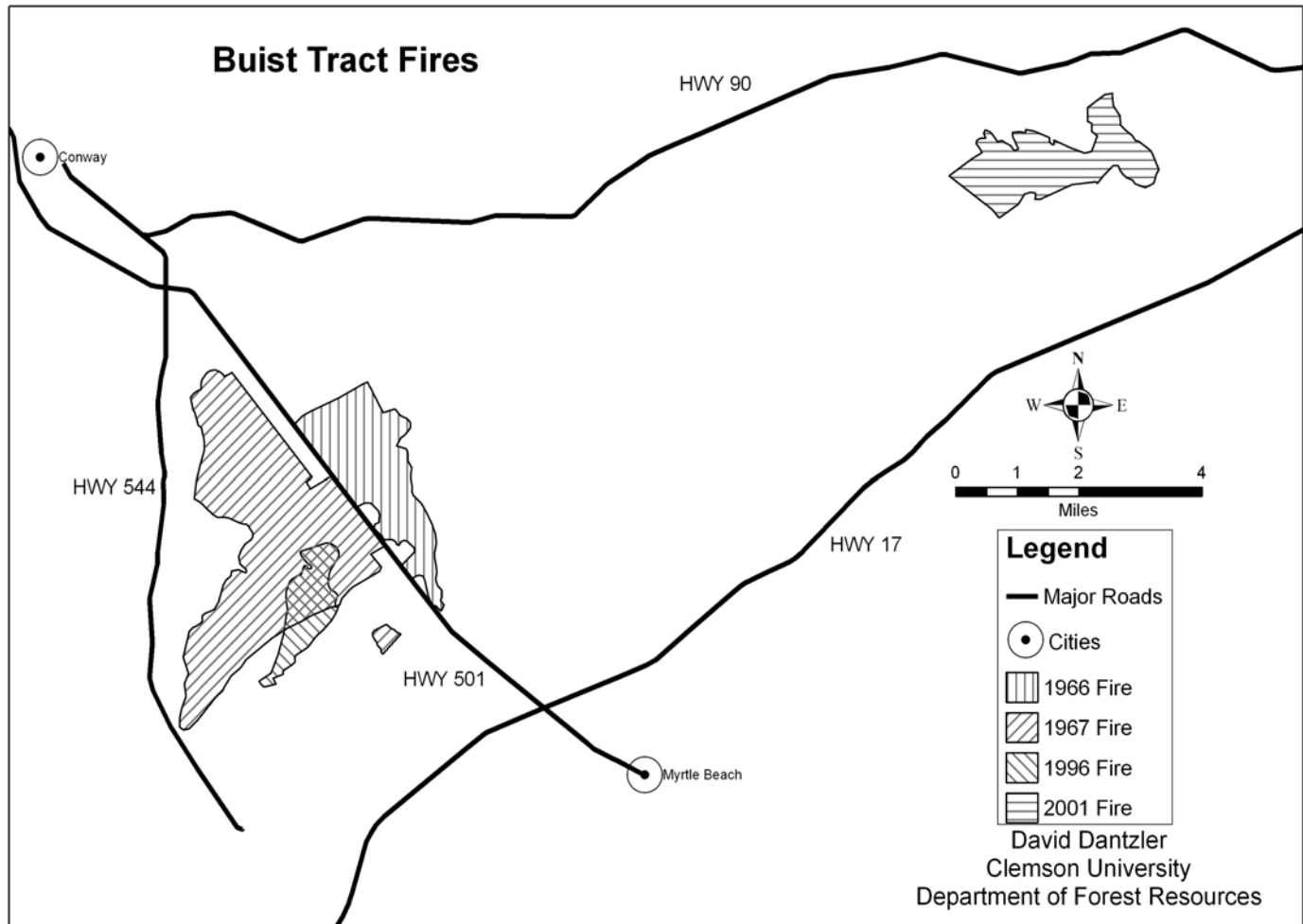
Smaller fires occurred in the 1960s on the tract. The Rambi Raceway Fire occurred on April 11, 1966. This fire started north of U.S. Highway 501, not too far

from Rambi Raceway (later known as Myrtle Beach Speedway). It covered a small portion of the 1954 fire near Mary's Pasture and involved only 625 acres. From April 18-20, 1967 the other side of U.S. Highway 501 burned in the same area as in 1954. This fire burned 6,005 acres.⁵⁵

The largest fire ever recorded in South Carolina started on Saturday, April 10, 1976, from an unattended campfire between Conway and Myrtle Beach.⁵⁶ The person(s) responsible were never apprehended. It had been 25 days since the last measurable rainfall. Extended dry weather, wind, low humidity, volatile fuel, and difficult plowing conditions combined to frustrate containment efforts for five days. Thirty thousand acres of woodland burned; of this, 11,000 acres burned on April 10 and 17,000 on April 11. Some of the area actually burned more than once. Miraculously, no homes were lost and no serious injuries were associated with the fire. The smoke column from this fire was 12,000 feet high, extending 200 miles out to sea, and was visible in photography taken by orbiting weather satellites. Strong convection currents carried ashes and burned debris as far as 40 miles from the fire.

The 1976 fire started at the edge of Clear Pond several miles southeast of Conway, north of U.S. Highway 501 along the northwest edge of the old bombing range.⁵⁷ The fire started about noon and was temporarily contained at five to six acres, but crowned and crossed the control lines and "spotted to the bay and just blew up."⁵⁸ Multiple attempts to control the fire by backfire failed due to pocosins and Carolina bays in the area that could not be plowed. "The area was mainly pine forest but many sections had Carolina bays, which are isolated wetland in natural shallow depressions that are largely fed by rain and shallow groundwater. The bays were full of wax myrtle and bayberry, called 'gasoline bushes' by foresters because they burn with rapid intensity. The soft wet ground made it impossible to plow fire lines through the bays. This vegetation on top of bay will burn even if it is standing in water. It's like pouring a 55 gallon drum of gasoline on a farm pond and lighting it."⁵⁹

By midnight Saturday the fire was at Burroughs Road. This road ran parallel to U.S. Highway 501 and about five miles separated the two roads. By Sunday evening it was near the Wampee Fire Tower and had burned to the Intracoastal Waterway and S.C. Highway 90 between Sterrit Swamp and Tilly Swamp (mainly at Huckleberry Farm and from the Wild Horse Development Area to Tilly Swamp). Water tankers were used to protect homes along S.C. Highway 90. "The fire moved ahead of the fire lines, sometimes jumping as much as two miles ahead of the main line. The fire burned to the Intracoastal Waterway and almost jumped it in three places that are now the Grand Dunes area, the area that is Colonial Mall-Myrtle Beach and



the Grand Strand Regional Airport. ... By Sunday night another 17,000 acres had burned and ash from the fire covered the beach in North Myrtle Beach. Ash drifted into fishing boats working 25 miles off the North Carolina coast almost 200 miles from the fire, according to fire reports.”⁶⁰

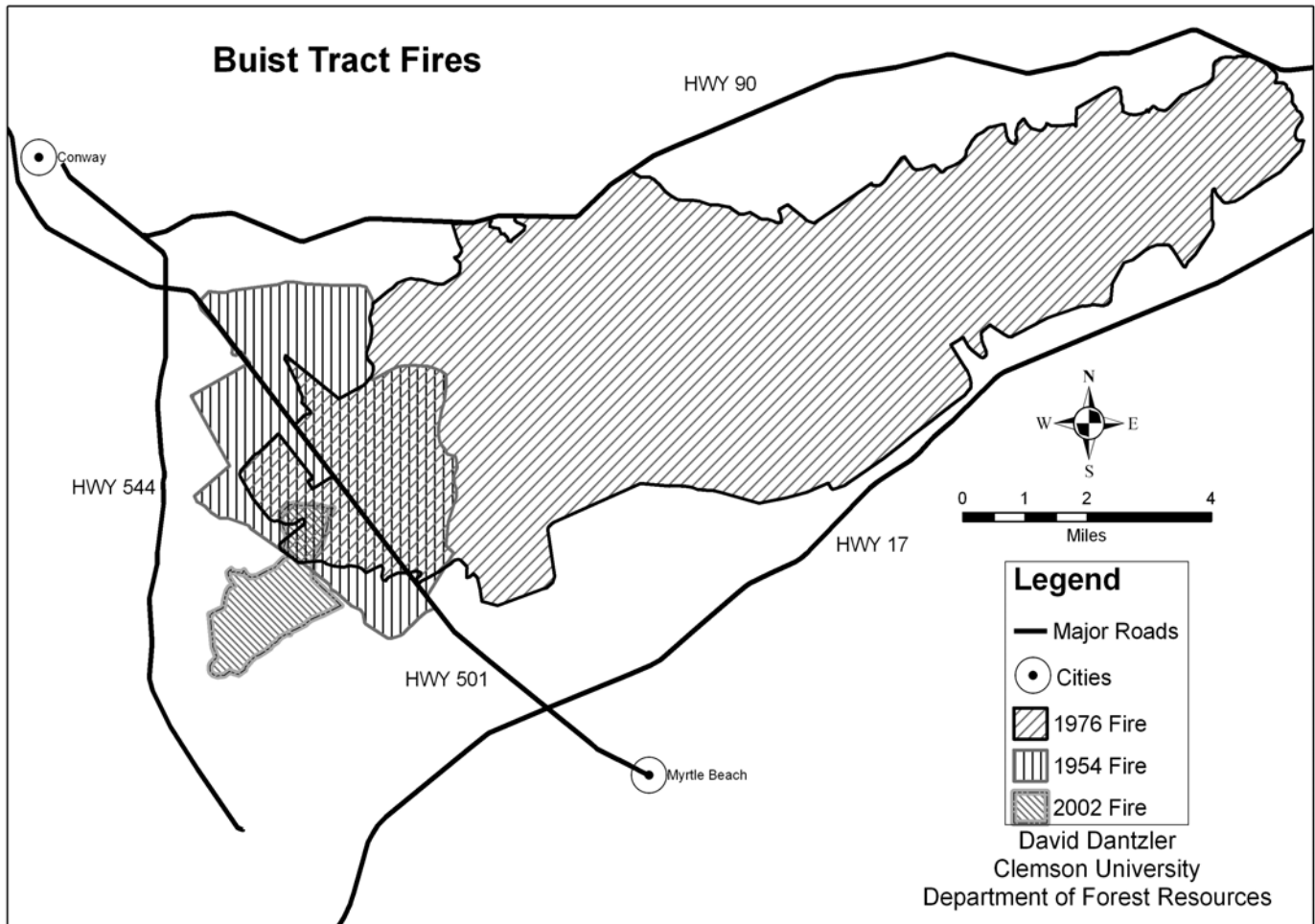
Monday the winds shifted and the fire moved south towards U.S. Highway 501. Fire heads came out of Cotton Patch Bay and Socastee Swamp. Land along U.S. Highway 501 was completely plowed to bare ground, including the major power line that parallels the road. Although crews felt the fire line could be held at U.S. Highway 501, the fire quickly spotted across the road. The next major road was S.C. Highway 544 and no one was sure that it could be held there if conditions did not improve. South of U.S. Highway 501 the fire was burning between Perry Road and Ocean Bay Road, actually along Flowery Gap Road. The situation turned when aerial tankers from North Carolina arrived Monday with fire retardant drops. The fire was generally contained that Monday and fully contained by Tuesday afternoon. Demobilization of fire fighting tractor crews occurred Thursday afternoon.

There have been many fires on the tract since 1976.

The Forestbrook Fire occurred May 11-12, 1996 and burned 844 acres south of U.S. Highway 501 between Legends Road and Forestbrook Road. The Long Bay Fire burned 1,911 acres from November 7-15, 2001 on the north side of U.S. Highway 501 between the Carolina Bays Parkway and S.C. Highway 90. The Legends Fire occurred June 14 – July 29, 2002 and burned 1,658 acres. The result of a lightning strike, this fire, like the 1996 fire, was in the area of Legends Road.

The Sun News in a thirty-year anniversary story called the 1976 Buist Tract fire “the perfect blaze.” Could it happen today? The article notes, “If the conditions in 1976 were repeated – 25 days without rain, high winds and very low humidity – officials think some homes in the area would be endangered and some lost. Even with today’s more sophisticated firefighting abilities, many think the area is vulnerable in even less severe conditions.”⁶¹

The Buist Tract is bound to produce more wildfire history. Both the South Carolina Forestry Commission and Horry County fire officials consider the threat to have significant potential. From 1996 to 2002, two major wildfires threatened homes while charring 1,600 acres between Conway and the Intracoastal Waterway.



Growing development prompted the South Carolina Forestry Commission to conduct wildfire risk assessments on 95 communities in and around the Buist Tract. Thirty communities were determined to have a high wildfire risk; for these, a customized Community Wildfire Protection Plan was developed.⁶²

Each plan lists specific risk factors and provides suggestions for improved home protection. Common problems included poor access for firefighting equipment, limited evacuation routes, flammable building materials, and dangerous landscaping practices.

On a broader scale, wildfire managers have opened discussions with the Horry County Planning Commission and with Centex Homes, Inc., a major real estate developer. Centex is considering building an entire development incorporating wildfire protection principles.

Wildfire officials believe awareness is the first step towards improved fire safety. The South Carolina Forestry Commission offers two wildfire protection training sessions: *How to Have a Firewise Home* is a workshop especially for homeowners and *Living on the Edge* is a program designed specifically for community leaders.

While the Buist Tract has been partially developed and major roads now offer substantial firebreaks, the risk still exists. U.S. Highway 501 did not stop the fire in 1976. Individual homeowners and community leaders need to anticipate the next Buist Tract fire and have plans in place. The two workshops mentioned above are excellent starting points. You can count on additional “chapters” being added to this fire history in the future.

Table 1. *Tracts sold or leased to the federal government for the Bombing Range, omitting International Paper Company and Burroughs & Collins Company lands.*

| <u>Tract Size in Acres</u> | <u>Number of Tracts</u> |
|----------------------------|-------------------------|
| Less than 5.00 | 49 |
| 5.00 to less than 10.00 | 26 |
| 10.00 to less than 25.00 | 49 |
| 25.00 to less than 50.00 | 50 |
| 50.00 to less than 75.00 | 46 |
| 100.00 to less than 250.00 | 35 |
| 250.00 to less than 500.00 | 9 |
| 500.00 to less than 867.00 | 6 |

- ¹ South Carolina Forestry Commission, *Significant Wildfire Events in South Carolina History*. On the Forestry Commission website at <http://www.state.sc.us/forest/foresign.htm> (accessed 10/1/06). It uses this phrase when referring to the largest single wildfire in state history that occurred in 1976 on the Buist Tract.
- ² Lewis Ocean Bay Heritage Preserve has a website with a description and map at <http://www.dnr.sc.gov/managed/heritage/lewisbay/description.html> (accessed 10/1/06). As this is being written there are more acres planned to be added to the preserve.
- ³ Robert Bell, "Myrtle Beach Aerial Gunnery and Bombing Range." Oral history transcript. *The Independent Republic Quarterly* (Spring 1979):11-14.
- ⁴ U.S. Army Corps of Engineers, *Final Report Engineering Evaluation/Cost Analysis (EE/CA) Conway Bombing and Gunnery Range, Conway, South Carolina*. Contract Number DACA87-95-D0018. Delivery Order 0039. (Huntsville, AL: U.S. Army Corps of Engineers, 2003).
- ⁵ Lt. Gen. James B. Vaught, USA Ret., personal communication 8/8/06. (Gen. Vaught knows much of the Vaught family history. The northern portion of what became the Buist Tract was part of a large 19th Century Horry County plantation owned by Peter Vaught Sr. and then his son, Peter Vaught Jr. This plantation extended from the Singleton Swash area westward towards S.C. Highway 90. It is described on a South Carolina Plantation website on-line at <http://south-carolina-plantations.com/horry/peter-vaughts> (accessed 10/1/06).
- ⁶ Robert Mills 1825 Map of the Horry District. This map is available on-line in the David Rumsey Map Collection at <http://www.davidrumsey.com/maps860033-23866.html> (accessed 10/1/06).
- ⁷ Carolyn H. Murphy, *Carolina Rocks! The Geology of South Carolina* (Orangeburg, SC: Sandlapper Publishing Co., 1995). Chapter 7 of this book covers Carolina bays, including a discussion of their origins.
- ⁸ Rebecca R. Sharitz, "Carolina Bay Wetlands: Unique Habitats of the Southeastern United States. *Wetlands* 23 (September 2003):550-562. This is an on-line journal and this article has an extensive background on Carolina bays. It can be accessed on-line at <http://www.bioone.org/perlserv/?request=get-archive&issn=0277-5212&volume=23>. (accessed 10/1/06). ⁹ Ibid.
- ¹⁰ U.S. Army Corps of Engineers, *Final Report*.
- ¹¹ Allen Moore, "History of Buist Tract Ownership" (Unpublished Report, International Paper Realty, 1992). 9 pp.
- ¹² Gen. Vaught, personal communication 8/8/06.
- ¹³ Ibid.
- ¹⁴ John Larry Canada, Personal Communication, August 7, 2006. Larry Canada was the forest technician responsible for the Buist Tract property from the early 1970s to the late 1980s. He identified the major road system of the Buist Tract shown on the road system map.
- ¹⁵ Ibid.
- ¹⁶ *The Horry Herald*, Conway, S.C. November 13, 1941.
- ¹⁷ Ibid.
- ¹⁸ *The Horry Herald*, November 20, 1941.
- ¹⁹ *The Horry Herald*, December 11, 1941.
- ²⁰ *The Horry Herald*, December 18, 1941.
- ²¹ *The Horry Herald*, December 25, 1941.
- ²² *The Horry Herald*, January 1, 1942.
- ²³ U.S. Army Corps of Engineers, *Final Report*.
- ²⁴ *The Horry Herald*, January 29, 1942.
- ²⁵ *The Horry Herald*, February 12, 1942.
- ²⁶ *The Horry Herald*, March 12, 1942.
- ²⁷ *The Horry Herald*, March 26, 1942.
- ²⁸ *The Horry Herald*, April 9, 1942.
- ²⁹ *The Horry Herald*, July 30, 1942.
- ³⁰ *The Horry Herald*, August 6, 1942.
- ³¹ The Spring 1979 issue of *The Independent Republic Quarterly* contains maps of the Bombing Range with tract locations on pages 18-19 and a complete listing of tract sellers and leasers with areas on pages 20-25.
- ³² Ibid.
- ³³ Mrs. Emerson Bellamy, 1979. "Myrtle Beach Aerial Gunnery and Bombing Range." Oral history transcript. *The Independent Republic Quarterly* (Spring 1979):11-14.
- ³⁴ U.S. Army Corps of Engineers, *Final Report*.
- ³⁵ Ibid.
- ³⁶ *The Horry Herald*, January 6, 1949.
- ³⁷ *The Horry Herald*, June 16, 1949.
- ³⁸ Mrs. Emerson Bellamy, Oral history transcript.
- ³⁹ *The Horry Herald*, September 29, 1949.
- ⁴⁰ *The Horry Herald*, August 24, 1950.
- ⁴¹ *The Horry Herald*, October 6, 1949.
- ⁴² Allen Moore, "History of Buist Tract Ownership."
- ⁴³ Ibid.
- ⁴⁴ Ibid.
- ⁴⁵ Ibid.
- ⁴⁶ Ibid.
- ⁴⁷ Ibid.
- ⁴⁸ *The Horry Herald*, March 16, 1950.
- ⁴⁹ The black and white maps that show wildfire locations are supplemented by a detailed set of color maps available on the web at <http://www.clemson.edu/for/research/map-site.htm> and a link to this site will be included on the Horry County Historical Society website.
- ⁵⁰ South Carolina Forestry Commission. "1954 Myrtle Beach Fire - Bombing Range Fire." Unpublished report in fire files of South Carolina Forestry Commission, Columbia, SC.
- ⁵¹ A. E. Kunz. "Kunz's Report on Bombing Range Fire." Unpublished report in fire files of South Carolina Forestry Commission, Columbia, SC, 1954. 15 pp.
- ⁵² *The Horry Herald*, July 1, 1954.
- ⁵³ W. J. Barton. "Memo to Files. Horry County Bombing Range Fire, August 30, 1954." Unpublished report in fire files of South Carolina Forestry Commission, Columbia, SC, 1954. 11 pp.
- ⁵⁴ *The Horry Herald*, July 8, 1954.
- ⁵⁵ South Carolina Forestry Commission. Unpublished fire maps in files of South Carolina Forestry Commission, Columbia, SC, 1966 and 1967.

⁵⁶ Ken Cabe, "The Clear Pond Fire" Unpublished report in fire files of South Carolina Forestry Commission, Columbia, SC, 1976.

⁵⁷ J. T. Hance, "The Horry County Fire, April 10-17, 1976". Unpublished report in fire files of South Carolina Forestry Commission, 1976. 13 pp.

⁵⁸ *The Sun News*, April 9, 2006. The Myrtle Beach newspaper printed a thirty year anniversary story entitled "The Perfect Blaze."

⁵⁹ Ibid.

⁶⁰ Ibid.

⁶¹ Ibid.

⁶² Michael Bozzo, fire behavior forester, South Carolina Forestry Commission, personal communication 9/22/06. Information on hosting a fire protection workshop is available by calling (843) 662.5571.

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✎ *Thomas J. Staka is a professor in the Department of Forestry and Natural Resources, David W. Dantzler is a graduate research assistant and Greg K. Yarrow is a professor in the Department of Forestry and Natural Resources at Clemson University. J. Benjamin Burroughs is a research specialist with the Burroughs & Chapin Center for Marine & Wetland Studies at Coastal Carolina University.*



Fire Plane passes by Fire Tower

✎ *All photos in article courtesy of the South Carolina Forestry Commission.*

Samuel Porter Hickman Obituary

Transcribed by V. Chyrel Stalvey

From *The Horry Herald*, Thursday,
November 14, 1901

In Memoriam

It is with feelings of the deepest sadness that we are called upon to chronicle the death of our dear Brother S. P. Hickman who departed this life Sept. 24 1901 after an illness of several months. He was born in this county April 25th 1849. He connected himself with the Springfield Missionary Baptist Church at an early age and as he ripened in years he ripened in a bright experience.

About eleven months before he died, the black angel of death visited his happy home and robbed it of the brightest jewel, his loving wife [Mary Frances Frink 1857-1900] who died in the triumph of a gospel faith. After the death of his wife, he began to despair, his nervous system had given away and medical aid failed to restore him. Realizing his condition he faced death with Christian courage speaking freely of its coming home. He called his children to his bedside and clasped their hands with them for the last time. It was sad when he called his two little flaxened haired girls [Belle and Myrtie Inez], 4 and 1 years of age to his bedside, motherless and soon to be fatherless, and bade them a long farewell.

He was the father of 13 children, seven boys and six girls, the youngest [Little Epton] being 11 months old; and all survive him except one.

May the God who tempers the wind to the shorn lamb, take Brother Hickman's children under the shadow of His wing.

The following Resolutions were passed by his church:

WHEREAS, it has been the will of our Heavenly Father to call from our midst our dear Brother.

BE IT RESOLVED,

FIRST That our church has lost one of its faithful and earnest members. Hence we deeply mourn his death but humbly submit to the divine will of our Heavenly Father.

SECOND That in the death of Brother Hickman, the church, community and dear ones while mourning our loss feel that it is his eternal gain.

THIRD That we extend to the bereaved our deepest sympathy, commending them to the God of all comfort.

Respectfully submitted,

W. J. H. [William James Hickman]

[Samuel and Mary are buried in the Springfield Missionary Baptist Church Cemetery.]

The Early Years of the Fine Arts Club of Conway

By Sylvia Cox Reddick

The Fine Arts Club of Conway was founded in 1922 by Mrs. W. A. (Nell) Freeman, wife of the founder of Conway National Bank and leading citizen of the little town of Conway. Early members were well known in Conway. During the Club's 50th Anniversary year, Sylvia Cox Reddick compiled the following report from the Club minutes and presented it at the luncheon held on February 5, 1972 at the Bucksport Marina Restaurant.

It is fitting to open the overview of the early years of the Fine Arts Club by letting the phrasing and spirit of the founding ladies speak through the verbatim copy of the minutes of the first meeting.

"On Thursday afternoon, February 9th [1922], quite a number of young ladies met at the home of Mrs. W. A. Freeman. Soon after the guests arrived Mrs. Freeman explained that the purpose of the meeting was to consider forming a literary club. After discussing this question it was decided by all to be a splendid idea.

The formal organization of the Club was then taken up. Mrs. Freeman was unanimously elected president, Miss Ella Sessions, treasurer, and Miss Mary Harllee, secretary.

The subject for study was next considered. After one or two courses had been suggested that the Club could well undertake, it was thought best to use for the first year the program on the study of South Carolina gotten out by Winthrop College for the South Carolina Federation of Women's Clubs.

The time of meeting was next fixed. The Club was to meet the second Thursday of each month. It was suggested that a name be found, and each member was urged to hand in a name at the March meeting, and a selection be made from these names then. Then came the fixing of dues. After deliberation the dues were fixed at \$1.50 per year. This amount to be paid at the beginning of the year, or 25 cents every two months. This being all the business, the next hour was spent very pleasantly in a social way. Mrs. Freeman served a delightful salad course."

Although the minutes are not signed, it is assumed that they were written by the secretary, Mary Harllee.

Other hostesses that first year were: Jessamine Burroughs (Mrs. D. L. Richardson), Mrs. D. G. Spivey, Mrs. B. D. Alexander, and Lena Johnson at their home on Lakeside Drive, Mary Harllee and Lexie Huntly at Mrs. Quattlebaum's home on Laurel Street, Margaret

Lewis and Mrs. M. A. Wright at the Lewis home on 5th Avenue, Alma Watson and Mrs. Ludlum at the Ludlum home, and Cecil McKeithan at her home on Main Street, current site of the Conway Chamber of Commerce.

Because of a school law requiring the observance of South Carolina Day, the Club had its second program on that theme. Part of the program was Mrs. G. L. Ford's reading of the poem, "God, Give Us Men." Laura Jenkins suggested that the poem be read at every meeting until they all "got a man."

Members in the early years had to be well informed. They were called upon to answer the roll call at meetings in these ways: names of great South Carolina men, names of South Carolina colonial settlers, artists and their pictures, South Carolina churches over 100 years old, American women in civil work, George Washington's Rules of Conduct, interesting items of news concerning the Red Cross, names and locations of South Carolina houses, names of prominent men living during 1861-1865, and names of Southern artists.

At the 1922 May meeting, *[L]ittle Beatrice Ambrose [Mrs. Bill Collins]...came in singing "Little Liza Jane" and bearing behind her a small wagon piled high with bundles. This she carried up to Miss Ruth Spivey who investigated the contents and found many lovely and useful gifts from the Club members. This shower was one of the many given Miss Spivey whose marriage takes place soon [to Mr. T. B. Ludlam].*

As is written in later minutes, "After this there were many marriages and then a lull." Some of the marriages were:

Miss Margaret Lewis to Mr. Harry Bray
Miss Sadie Goldfinch to Mr. Edward Walsh
Miss Elizabeth Stilley to Mr. Lewis H. Terpening
Miss Lexie Huntley to Mr. H. W. Marlowe
Miss Nell Jones to Mr. John Cartrett
Miss Lula Sweet to Mr. Colie Seburn
Miss Celia Swicord to Mr. Henry Woodward Jr.
Miss Myrtle Murphy to Mr. S. L. Lemon
Miss Martha Dyches to Dr. Archie Sasser
Miss Elizabeth Poindexter to Mr. Edward Burroughs
Miss Grace Swicord to Mr. Strickland
Miss Ruth Taylor to Mr. Bob Lewis
Miss Eva Stone to Mr. Allie Long
Miss Adelyn Goldfinch to Mr. John McCutcheon

In the early years, the Club met throughout the summer. In July of 1922, they met at the Myrtle Beach Yacht Club in the upstairs parlor. Meeting places, other than homes of members, included the Kingston Hotel, on the banks of Rosa Lake (the Holliday home on the Wacamaw River north of Conway), and the Daffodil Tea Room. The January 1924 meeting was held at the Town Hall due to a freeze that burst the water pipes at the hostess' home.

In September 1922, the club voted to present a play as "the first entertainment in the new school auditorium." It was directed by Mrs. Daniels and the title was, "The Unkissed Man." The "new school auditorium" is the present day McCown Auditorium at the Burroughs School, soon to be home of the Horry County Museum.

Refreshments were usually in at least two courses, a salad and a sweet, and often even more elaborate. For the Club's Second Anniversary, each lady was served a small cake decorated with two candles.

Early programs were written and presented by the members and were usually papers about famous people, important events, and social concerns. The program of April 1927, consisted of three papers: "The Arraignment of Wayward Women" by Mary Alice Leath, "The Defense of Wayward Women" by Nell Jones (Mrs. John Cartrett), and "A General Discussion of Wayward Women" by Jamie Marsh (Mrs. Jim Lewis).

The "Victrola Book of Opera," was used at meetings every other month in the study of famous operas, famous artists and their paintings were presented on alternate months with the aid of Perry Pictures. A member sometimes gave a book review.

Nell Freeman was treasurer of the South Carolina Federation of Women's Clubs. The Fine Arts Club became the charter member of the Horry County branch and helped host the district meeting in Conway in November of 1923. Through this affiliation and with the encouragement of Wil Lou Gray, the Club took an interest in legislative affairs such as: a poll tax for women, tightening prohibition laws, the boll weevil situation, raising the Horry County Superintendent of Education's salary to \$1,200 per year, removing billboards along roads, and requiring health certificates before marriage.

Projects closer to home included purchasing a table for the library at the Burroughs School, a \$5 gold piece as a prize for a high school literary contest for several years, a ceremony planting a George Washington tree on the grammar school grounds, and buying a U.S flag for the grammar school and presenting it in chapel on Armistice Day.

Donations of money were made to a fund for building the S.C. Home for the Blind, a fund for the establishment of a vocational institution for blind soldiers, a high school baseball park and team, a girls' basketball team, a student loan fund, a T.B. Bond, and lunch program in the schools in the 1930s.

In 1924, \$5 was sent to the Red Cross and a letter came back asking if this was to be applied to the \$10 pledge of the year before or to the current year. No one could recall making the \$10 pledge in 1923. The matter is not mentioned again in the minutes.

Projects sometimes hit snags. In December of 1922, a letter was read from Mrs. Freeman in which she suggested that trees should be planted for about a mile from Main Street along the highway to Mrs. Norton's home as a memorial to Horry boys who served in the recent war--World War I. She further suggested that this should be called Memorial Avenue and the financing of the project was to be undertaken by the Club. The motion was carried. (The home of Dr. & Mrs. James Norton was located on the site of present day's Donzell's restaurant. This two-story house was moved many years ago and may be seen at 1705 McKeithan Street. Main Street ended in the area of 9th Avenue and the Highway 701 continued on toward North Conway and beyond.)

At the executive meeting in January of 1923, it was decided to ask Mr. C. H. Snider, an employee of the town of Conway, to obtain permission from the property owners on the highway for the project. Mrs. Freeman was to consult with Mr. Snider about the best variety to plant. At the regular meeting in January, it was reported that Mr. Snider had been approached. Ten months later in October of 1923, Mrs. G. L. Ford, Jessamine Burroughs, and Mary Jones were asked to contact Mr. Snider regarding the trees. In November 1923, Mrs. Ford reported that Mr. Snider would "over-see the planting this winter."

February of 1924 finds the Club making a motion to send a committee to ask Mr. Snider to begin planting the trees at once. Mrs. M. A. Wright reported to the Club the next month that Mr. Snider had "offered plants to be put along the highway for this summer as it was already too late to set out the trees." The Club voted to accept these plants from Mr. Snider and ask him to look after the planting and tending of the plants, and the Club would pay him for his work. There was no report on the work in June, other than Mrs. Ludlum stating that the plants under consideration seemed too small.

Mrs. G. L. Ford, president, called an executive meeting in March of 1925, at which time "Mrs. Ludlum explained that Mr. Snider had offered to give the Club any number of hedge plants they desired and that Mayor L. D. Magrath had promised the use of a man for two days to do the work. Mrs. Ludlum had gone into the matter thoroughly before the meeting and said that the only expense to the Club would be to pay for hauling the plants which would be about \$2. Mr. Snider had agreed to see that the plants were trimmed from time to time. The Club appointed Mrs. Ludlum to look after the matter and voted to accept Mr. Snider's generous offer with thanks...." This project took three years and three months.

The Club participated in a Hymn Contest in April of 1926, but no mention is made of the winner.

The Club was active in raising money for the new hospital to be located on 9th Avenue between Bell and Buck Streets. After holding a Silver Tea and through other sources, the Club donated \$421--a nice sum for 1928.

As a way of raising money, it was the custom of the members to buy Christmas gifts from each other at the December meeting. Santa Claus even visited the Club in 1926. These were described as lively times. In 1931, the gift exchange was discontinued "owing to conditions" and the money was used instead to purchase a T. B. Bond.

The Great Depression years are reflected in the Club minutes: dues were reduced from \$1.50 to \$1 and could be paid 25¢ at a time; the Club wrote Horry County members of the S. C. Legislature asking for fines collected by the highway patrol to be applied to charity cases in the Conway Hospital; and, the Club helped pay hospital bills, buy books and clothes for needy children in the area.

From the beginning, the Club brought visiting artists to the community. In 1924 the club paid \$10 for the use of the Pastime Movie Theatre, midway the block on the west side of Main Street between 4th and 5th Avenues, to present a violin concert. The school auditorium could have been had for \$5. The Club sponsored many plays by outside groups. Following this tradition, in 1946 under the leadership of Laura Janet Quattlebaum (Mrs. Edward Jordan), the Club brought the first Community Concert Series to Conway and Horry County.

There was a great deal of talent within the Club membership. Lexie Huntley sang and Martha Dyches played the piano. A group composed of Myrtle Murphy, Mary McCutcheon, Odell Griffin, and Jamie Marsh sang on several occasions, one selection being "Sweet and Low." Mrs. Robert Holliday (nee Elizabeth Benson) sang solos. The first mention of Mrs. Harold McCown giving a piano solo was in 1940.

When Club members were not having their own children perform, those of their friends were. In January 1932, "Mrs. F. G. Holliday presented seven little girls: Edith Truett, Harriett Cooper, "Cookie" Scoggin [Mrs. O. H. Stogner], Mary Emily Platt [Mrs. Nelson Jackson], Martha Ann Holliday, Barbara Stalvey [Mrs. James Rogers], Ella Earl Busbee [Mrs. Luke Benson], and Annette Coles in a splendid drill on the preservation of our forests."

In February 1932, as part of a program on George Washington, Mrs. Brearley presented Martha and George who were impersonated by Sarah Sherwood (Mrs. Hoyt McMillan) and Cecil Hawes. That same year, there was a violin solo by Harry McInvaill and a poem entitled "The Christmasy Atmosphere" by Jimmy McInvaill. In 1936, Neita Burke Edens (Mrs. Percy Inabinit)

and Harriet Frierson sang, accompanied by Adeline Goldfinch (Mrs. John McCutcheon), followed by Maynard Allen, Harry McInvaill, Francis Platt, and Authur Goldfinch. Annett Truett (Mrs. Robert Scarborough) played the violin and the piano on several occasions and there was a piano solo by (Dr.) Edward Proctor.

The Fine Arts Club took part in the WPA project to beautify Conway and supported the movement for a public library. At one point the Club was asked to consider taking over the responsibility for the town library. The Club bought numerous books and even shelves for the town library, as well as books for the high school library.

The year 1936-37 was devoted to the study of a subject of concern--the growing crime wave.

Meetings were entertaining and varied, often ending with a session of games for which prizes were given. One October, Mrs. L. T. Truett "dressed as a witch and told [the] fortunes of the members."

In February of 1942 during World War II, the Club voted to have the hostesses of each meeting contribute \$1 to be used for refreshments for the Red Cross War Relief Fund. A dance was sponsored at the U.S.O. Club at Spivey's Beach. Members of the Club voted to invite soldiers into their homes.

Fund raising projects were always necessary. In its very first year, two game tournaments and a George Washington birthday party earned \$21, \$15, and \$12.50, "with which the Club was well pleased." In later years, money was raised by sponsoring talent shows, food sales, and movies such as "Little Women" at Mr. McCoy's theatre (the Pastime Movie Theatre). Funds were freely spent, as a treasurer's report of 1939 showed a balance of \$2.31.

Still in search of money making projects in January of 1943, Mrs. Harold McCown, Mrs. C. D. Brearley, and Louise Stone, as a committee, suggested holding a Tom Thumb Wedding. Within a few years this event became the only source of revenue, other than dues, and supported all of the Club's projects and gifts to the community.

This is only a part of the story of the early years of the Fine Arts Club, an organization which is still active in this community 85 years after its founding. To quote from a report by Mrs. D. G. Spivey and Lena J. Scurry of November 4, 1924, "The Fine Arts Club....is well organized, every member being intensely interested in its work, and we expect to have its influence felt in the community more and more every year."

✿ Sylvia Cox Reddick is a former member and past president of the Fine Arts Club and is a member of the Horry County Historical Society Board of Directors.

Historical Documents and Memorabilia donated to the Historical Society

Last summer Agnes Strickland Shelley and family members presented several original documents and three small books with the names Wm. F. Stalvey, Mary C. Hucks and Martha Hucks written in them dating from the late 1700s to the 1870s to the Horry County Historical Society.

Mrs. Shelley is the daughter of Martha Carolina Ray and Edward Monroe Strickland. She and her husband, Daniel Dwight Shelley, raised a family of five daughters, including Annette Shelley Powell, Sue Shelley Neal, Sandra Shelley Craig, Lynn Shelley Floyd, and Rita Shelley Timbes (deceased), and one son, Daniel Dwight Shelley, in the Pleasant View section of Horry County.



The Shelley Family—Benjamin Neal (grandson), Agnes Strickland Shelley, and Annette Shelley Powell (daughter) with four of the documents presented to the Horry County Historical Society.

Agnes' brother, Fletcher, lived in the old family home. He gave some documents to his niece Annette Powell in the 1960s, which were folded in a book. Realizing the importance of the documents, she had them framed and sealed. They are in great condition. After Fletcher died in 2000, Sue Neal also inherited some of his partial deeds which were in very fragile condition.

The family does not know where the documents came from or how he came into possession of them.

These documents are of great historical importance to the families from the Socastee area and we are grateful to the Shelley family for their generosity.

One document is a small map/survey drawn by C. B. Sarvis. This map/survey includes land around "Sakastee Swamp," "Negro Field," "Bubants Land" and "George Stalvey's Land." The statement at the bottom of this document reads: "[Land Plot] A included in Grant to John Stuart &Elks 1st Oct. 1787 and by consent taken off & that portion marked by letter by added to said Grant 23rd July 1845." (Where the writing was unclear, dots have been inserted.)

Ms. Powell transcribed the writing on another larger survey signed by "..... Lewis D.S" that includes land around "Folly Swamp" and "Negro Field Swamp." There are two statements on this survey.

One statement reads: *South Carolina—The above Plat marked with the Letter A is a Resurvey of a tract of Land granted to James Elks Feb. 4, 1770 for 650 acres B Part of a tract Granted to John Stuart and James Elks the 2nd October 1787 for 969 acres founds to contain 1058 acres Being Divided Between Peter James Elks and George Stalvey the above 650 Acre Being Laid off for the said Peter James Elks Part Leaving the said George Stalvey 408 acres for his share. Surveyd & Divid the 14th & 15th April 1824.* This was signed by Lewis.

The second statement reads: *"South Carolina – This may Certify all People that I George Stalvey for my heirs anddo hereby Quit all manner of Claim or Title to the Plot above as Land Granted to John Stuart & James Elks unto the above named Peter James Elks his heirs Forever Given Under my hand & seal the 16th april 1824."* It was signed by George Mcall, Stalvey, George Stalvey and others.

The third and fourth documents deal with the sale of property. One is signed by Wells, George Stalvey, Samuel Smith and Ann Smith on September 3, 1822. The other is signed by George

Stalvey, Isaiah Stalvey and Edwin Wingate. It was prepared by C. B. Sarvis and dated July 23, 1845.

Ms. Neal had partial deeds and plats dated from 1791 to 1873 and a mortgage dated 1907.

The documents will be available at the July 13th meeting of the Horry County Historical Society.

The Withers Family and the Hurricane of 1822

During the 2008 Spring Tour, there was a discussion regarding the Withers family, early landowners in the present-day Myrtle Beach area. It has been told that the Robert F. Withers family was living in that vicinity at the time of the 1822 hurricane when their family and home was washed out to sea.

Bob Gray was present for the Spring Tour and recalled having read old newspaper accounts of the hurricane. When the storm crashed upon the South Carolina coast, the Withers family had recently occupied a new summer home on the Waccamaw Neck in Georgetown County. According to the news stories, the site of the Withers' home which vanished into the Atlantic was on North Island.

The newspaper clippings are included with the Withers family file in the Emma B. Richardson Collection at the South Carolina Historical Society. The late C. B. Berry had copies in his files and had duplicated them for Margaret Ammons in 1996. It was Margaret's copy that Bob Gray had recently read. The following newspaper articles are from the notebook:

from The Charleston Courier:

Georgetown, Monday, Sept 30. At the Inlet, Mr. Robert F. Withers' house was entirely swept away, and not an individual but himself saved. Mr. Withers Shackelford and Mr. Wish (a carpenter) were with him at the time, and are lost...

Georgetown, Sept. 30 [1822]....But North Inlet has been most grievously visited. Mr. Withers' family...all swept away. Mrs. Withers was picked up alive on Dubourdies shore, and is able to tell the melancholy tale of his sufferings. He states that his house crumbled to pieces like an egg-shell, and he knew nothing more until he found himself floating and holding on upon a piece of lumber – he saw a negro at the other end of it, and spoke to him, when his little boy, MacQueen, hearing his voice, cried out, Father, I am here – hold on Father, and trust in God; he will take us to shore. Mr. W. asked him if he could hold on; he replied, oh yes. I am strong as ever. At that instant, a raft of timber was dashed against them, and the child was seen no more. Immediately after, the negro said, thank God I touch bottom. Lieut. Levy, of the navy was on the shore and heard their cries; he plunged in and manfully rescued them. Mr. W. does not know whether his family were crushed to death, or drowned – he thinks from the length of time he was upon the water, he must have gone out to sea, and been brought back by the flood tide. The body of Mrs. Myers was found on Waccamaw beach. Poor Withers Shackelford has gone with her.

Tuesday morning, Oct. 1, 1822. The Hurricane: Distressing particulars of this awful visitation, are hourly crowding upon us. To the South and West, the desolation does not appear to have extended far; but to the North and East, its ravages are extensive indeed. The city was agitated all yesterday afternoon by a report that the settlement at North Inlet, the summer residence of the inhabitants of Georgetown and its vicinity, had been swept away, and that all the inhabitants with one exception only, had perished. After waiting in breathless anxiety for some hours, a messenger

arrived just at dark, from Georgetown, with intelligence that two families only had fallen victims, one being that of Robert F. Withers, Esq. of which himself and one servant only were saved, having been drifting about all night upon a piece of scantling; the other was that of Dr. Myers, whose house fell and crushed to death all within. Mrs. Botsford, the venerable relict of the clergyman of that name, is also stated to have perished...

Thursday morning, October 3, 1822. From Georgetown. Mr. Jones, the Mail Contractor, arrived in town last evening with a Letter Mail from Georgetown. Georgetown, Sept. 29 — My feelings, at this moment, will not admit of a full detail of our sufferings here on the night before last....As soon as the day dawned, on my looking around just in our neighborhood, I saw three houses prostrate, and four completely carried away – not a board left to mark the spot on which they stood. Three of the houses were uninhabited, and not a soul left to tell the tale of their sad fate, except poor Mr. Withers – every branch of his family including his nephew, Mr. Withers Shackelford, and Mr. Wish, a carpenter, have perished. Every individual, black or white, making 15 in number, of Dr. Myers' family have been consigned to a watery grave. Thirsty souls must have perished in these two large families, besides at least ten or a dozen more...

Friday morning, October 4, 1822. Further Particulars. Extract from a letter from a gentleman at North-Inlet (dated on Sunday last,) to his friend in this city...Our dear and beloved friend, R. F. Withers, and family, with the house were swept away on Friday night by a terrible storm or tornado; and of the whole number, only Mr. Withers has yet been found. He was taken out of the water yesterday morning, after having been in it three or four hours. He was carried to Debordieu's Island, and has had every kindness and attention paid to him, by Mr. Cohen's family. I was with him all the day, as was also the Rev. Mr. Capers, and it is at his particular request that I make this communication to you. Every search was & still is making for the rest of the family; but, as yet, nothing has been seen or heard of them. The materials of the house, furniture &c. are found scattered and drifted in every direction, and the dead body of one of his negroes has been found. Mr. Withers states, that between 1 and 2 o'clock in the morning, after the chimneys had fallen, his whole family, with Withers Shackelford and Capt. Wish, left the body of the house, and went into the western shed-room, (wind S.E.) being, as they tho't, the most safe. In ten minutes after, the house wavered, and in an instant was crushed; he fell, but recovered, and found himself in the water, and he recollects hearing a call for him to catch Anna Maria; after which he recollects nothing of his family. After being in the water a long while, he saw a negro near him; he asked who he was? The fellow replied, a stranger – well, said he, "take hold, for I must quit;" a voice behind exclaimed "My dear father don't give up, we can yet be saved," – turning he said, "Is it you my son?" – "Yes my dear father – don't give up. I'm yet strong, and can hold on- we may be saved." Here a wave came, and a part of the wreck of the house in it, and covered them all, which was the last he saw of his son. Mr. Withers was heard, and seen, and rescued by Lieut. Levy of the U.S. Navy, who was passing the summer at Mr. Cohens, on Debordieu's Island – this gentleman waded up to his chin in the marsh and creek, and was the happy instrument of saving Mr. Withers and his servant Dudjo, who was the fellow Mr. W. spoke to as before mentioned. Jack, a little boy, was also saved, by floating up to Mr. Cohen's on one of the steps of

the house. As yet we have made no further or successful discovery of any other part of the family – I fear their fates are but too certain. Such a night as Friday night, and such a day as yesterday, I never before experienced...

Tuesday morning, Oct. 8, 1822. Georgetown, Oct. 2. R. W. Withers. – The Dwelling House, a very large new building and every out building destroyed and not a vestige remaining; here again it is our melancholy duty to state the loss of many valuable lives; there were in the house eighteen persons, of whom four have been most miraculously saved; those saved are Mr. R. F. Withers, and three negroes; those lost, we lament to say, are Mrs. Withers, her four amiable daughters, her son, Mr. Withers Schackelford, nephew of Mr. Withers, Mr. Wish, and five negroes. Mr. Withers, about day light, was heard calling for help in Dubourdiou's Creek, (near the ocean) a little above the settlement on that island, and was rescued, we understand, by Lieut. Levy, of the U. S. Navy; it appears that he had clung to piece of timber; Mr. Withers who had long been in a very bad state of health, finding himself chilled and exhausted called to one of his negro men, who was endeavoring to gain the timber but whom he did not know, secure himself on it, as he was about to relinquish it through inability to contend any longer; at this moment he heard the voice of his affectionate little son of 12 or 13 years of age, of whose presence he was before ignorant, cheering him and entreating him to persevere in his exertions, and assuring his father that he believed he himself, would be able to retain his grasp of the timber, till it should please God to cast them on shore; this instantly restored to the father, animation and strength, but, in a few minutes after, an overwhelming surge separated them forever in this world. The negro was afterwards taken up alive in the marsh opposite to Dubourdiou's Island on a pair of steps, landed and took refuge in a house which was shortly after blown down; he survived uninjured; another man, whose arm was broken in the fall of the house, has also been taken alive.

Charleston, S.C. Sunday Morning, February 8, 1929

Georgetown Tells of Storm Prophecy That Came True People of Town Hand Down Weird Story of Hurricane of 1822 That Divided Island And Wrecked Village

Georgetown – Feb. 2—Special: Where now breaks the surf on a little beach island, fifteen miles from the city of Georgetown, once stood a flourishing village, the existence of which has almost faded from the memory of man. North Inlet once a part of North Island made famous by the first landing of Marquis de LaFayette in America, is separated from the larger body of land by a narrow inlet, formed when the disastrous storm of 1822 descended on the coast with terrific fury.

Visitors to North Inlet today are delighted by the glistening white sandhills, the shell strewn strand and the placid bay in the rear of the island, but not until a broken piece of pottery is found or a cluster of bricks half hid in the sand is discovered do they realize that they are standing on the site of a hamlet peopled by some of South Carolina's finest families over a century ago.

Before the great storm, North Island, which stands at the entrance to Winyah bay, and North Inlet were one. [NOTE: *This is not entirely correct, a map dated 1738 refers to North*

Island and North Inlet as being in existence at that time.] Adjacent to winding creeks which abounded in the choicest fish, oysters and clams, and free of the dreaded mosquito, the island was a resort for the rice planter and Georgetownian in the last of the eighteenth century and the first part of the nineteenth. Fleeing from the dreaded malaria, scores of families erected cottages and shops and prepared to enjoy the glorious season from the last of May through the month of September. At one time, business and professional men closed their shops and offices in Georgetown, and took up their abode at North Inlet, allowing themselves a vacation that lasted several months in each year. On this isle malaria fever was unknown, and no one was ever supposed to die.

Hurricane Came

And here the summer colony flourished until the storm of 1822. Says S. D. McGill, "on the night of September 28, 1822, occurred the greatest era in the history of Williamsburg district, (this district once embraced several counties) as events happening just before and just after its advent were ascertained from that night, in the absence of family records of births and deaths among the older people, especially the colored ones, many of whom reckon their ages by referring to that epoch."

It was in this storm that the wife and children of James McDowell perished. Mr. McDowell was the father of the late James McDowell, an eminent Presbyterian divine, well known in the coastal and middle section of this state.

"The hurricane came from the eastern direction, continuing for a few hours and then there was a calm, but before the people could kindle a fire, it returned from the west with greater violence and destruction," says the historian.

"One of the most serious cases was that which befell old James McDowell, a Scotchman by birth and rice planter, who with his family was residing on North Island at the time, together with other ...[cannot read]..... favorite health resort of the Georgetown district. That night his house was washed away, and to his horror, he saw his wife and children for the last time struggling in the surging billows of North Inlet, now mingled in one body with the Atlantic ocean, while he escaped death by being washed upon the banks of the mainland."

Storm Foretold

A weird tale of how a woman foretold the storm years before it happened, and how her daughter and grandchildren were lost when the hurricane washed their house from its moorings, is recalled by a member of the Johnstone family now living in Georgetown, a grand niece of one of the storm's victims. This story has been handed down in the Johnstone family for several generations.

It seems that seven years or so before the disaster, Mrs. Andrew Johnstone, who was then living with their son-in-law, Robert Francis Withers, and his wife, (formerly Miss Ester Johnstone), dreamt one night that a terrible storm had visited North Inlet, and that her daughter and grandchildren perished in the waves. Mrs. Johnstone said that this dream had made a great vivid impression on her for she saw a vision of Mrs. Withers and the children struggling in the turbulent water for several minutes and then carried under by a foaming wave which blotted everything from sight. She implored her son-in-law to sell the property on the island and move far inland, and after much persuasion, Mr.

Withers followed her advice. He purchased a home in Stateburg, and there lived with his family several years, far from the sound of the surf which was to bring tragedy to his life. In 1817 Mrs. Johnstone died, and the family decided that there was no use to continue their residence in the up-country for they were all longing for a sight of the sea, and the place where they spent many happy years.

House Warming

Mr. Withers purchased a lot near the water's edge, and immediately employed carpenters to build a comfortable and commodious summer cottage. At last the house was completed and the owner planned to hold a house warming. Everyone was in high spirits. Dainties had been purchased from Georgetown; "creek-boys" had been engaged to secure fish and shrimp, and the women of the family had been busily sewing for several weeks on brilliant evening gowns, and gay little dresses for the young ladies of the family.

On the night of September 28, 1822 many a guest had assembled in the new abode, and the merriment begun. Myriads of candles were lit, and soon was heard the sound of the violin and drum, summoning the young people to the dance. No one heeded the howling of the wind, and the dash of rain on the windows, for they thought it was just another summer squall. But the clouds gathered thick and fast, the rain came in torrents, and the tide rose to an alarming height. Preparations were then made to abandon the house, but while some of the occupants were making ready the crash came.

Drifts to Sea

With a thud the structure rested on the ground, but the whirling waters had no mercy. Slowly, the building drifted to sea, with all of the lights burning in the inky darkness—a funeral pyre it seemed to the more fortunate ones on the island who had made good their escape to the sandhills. Mrs. Withers and her children found a watery grave, as did many of the island's population, and Mrs. Johnstone's vision was fulfilled even to the smallest detail.

It has been told that two little Alston girls, living on Debordieu Island, just opposite North were held up in the window by their negro nurse to watch the strange spectacle of the Withers house drift out to sea, with all of the lights bravely burning, with childish delight the two innocents saw the dwelling float majestically out of sight, little realizing the great tragedy that happened on that dreadful evening.

[The dots below denote where the printing cannot be read.] Not a house remains on the inlet, only of shrubbery, and the vessel. But the island is still held in high esteem by the Georgetownians who wish to spend a quiet weekend, fishing, sleeping ...ing hours under the bluest indulging in exhilarating..... and watching the sea ... slowly over the ... of the si..... yesterday.

The James Family of Horry County

By Donald F. Inman

JOHN JAMES (b. C-1730 in Virginia; d. C-1805) and his wife, **PATIENCE BOOTH**, were married in Virginia and traveled through North Carolina in the company of her brothers, Phillip and **THOMAS BOOTH**. **PATIENCE**'s father was **SHELLY BOOTH** (b. C-1700;d. 1771). In her will of 1771, Faitha Booth of Southampton County, Virginia, calls **PATIENCE** her niece. In 1776, **THOMAS** and Phillip **BOOTH** witnessed a Deed for **JOHN JAMES** in Martin County, North Carolina. By 1781, **JOHN** had sold land in Martin County. **PATIENCE JAMES** appears in the document. The 1800 Horry County, South Carolina, census records show **JOHN JAMES** and **THOMAS BOOTH** living close to each other.

JOHN and **PATIENCE** contributed the land on which the original Pisgah Methodist Church in the Dog Bluff area near Conway, South Carolina, was built. It appears their children were **JOHN Jr.** (b. C-1750;d. C-1825), William (b. C-1755), Absolum (b. 1760), Solomon, Sr. (b. C-1770), three unknown sons and an unknown daughter. It also appears that all of these men, with the exception of **JOHN Jr.**, who later shows up as **JOHN**, and Solomon Sr., either died or moved elsewhere. **JOHN** appears to have been the father of Willis, Gaff and **WILLIAM** (b. C-1885) **JAMES**. **WILLIAM** appears to have been the father of W. H. G. (b. 1820) and **EDWIN CHRISTIANBURY JAMES** (b. 1-16-1822;d. 2-2-1887). **EDWIN** was the minister to the original Pisgah church which was located by the swamp. It burned down and the new church was built C-1907. **EDWIN** and his wife, **CLARKY W. ALFORD**, and many of their descendants, are buried beside this church. **EDWIN** and **CLARKY** had these children:

I. **MARY ELIZABETH JAMES** (b. 10-8-1857;d. 11-4-1881) married **WILLIAM HENRY LEWIS**

1. II. Collen E. James (Mollie) (b. 12-20-1858;d. 11-16-1953)

2. III. Oliver E. James (b. 1-19-1860;d. 5-15-1943)

IV. Laura J. James (b. 11-10-1861;d. 3-4-1883) married Ransome Bradley Floyd (Brad) (b. 3-23-1853;d. 7-4-1927). They had Marvin and Sissie Floyd. They had another child born in January that died in February 1883. Laura died a month later. Brad married twice more. Sissie married Joseph Rabon.

3. V. Frances Asbury James (b. 2-25-1863;d. 5-17-1949)

4. VI. Edwin Preston James (b. 10-25-1864;d. 8-5-1931)

5. VII. John Byrd James (b. 9-21-1866;d. 5-7-1941)

VIII. Moses R. James (b. 5-25-1869;d. 11-11-1940) never married.

6. IX. Anna M. James (Annie) (b. 2-7-1873;d. 12-5-1947)

X. Ellen Delara James (b. 4-1-1875;d. 11-8-1875)

EDWIN's brother, W. H. G. James and his wife, Margaret (b. 1827), had the following children:

I. Edwin C. James (b. 1850)

II. James Vander James (b. 12-8-1851;d. 6-27-1927)

III. Emily James (b. 1852)

IV. Sarah James (b. 1855)

V. Julia James (b. 1858)

VI. Edward W. James (b. 1862)

The following is the obituary of Rev. Edwain C. James from the Southern Christian Advocate, published March 10, 1887, and furnished by Rhonda Marcum.

JAMES. Rev. Edwin C. James was born January 16, 1829, and died February 2, 1887. He joined the M.E. Church South when quite young, but did not profess religion till he was about 28 or 30 years old. He soon began to preach, and was a faithful local preacher till his death. I called to see him and his on the day after he was taken sick with a very severe attack of pneumonia and asked him about his condition. He very promptly answered, "All is right." All through his illness, lasting about ten days, he spoke of his being ready to go, thought his work was done and to "die would be gain." He exhorted his family to be faithful, and one son not converted, to seek religion and set a good example to the other children. He is much lamented and missed. The light of the glory of God shone upon him as he was passing over the river. He being dead yet speaketh. He was remarkably faithful to fill his appointments, which he had kept up many years at the same churches. He was a zealous preacher, a good neighbor, a devoted husband to a devoted wife, and a kind father. He safely landed on the shore and is happy in heaven, and will look for his wife and seven children and many friends to join him there. So may it be. W. L. Peoues.

1.

Mollie E. James married Charles Franklin Spivey (b. 6-29-1852;d. 4-12-1928) on 3-8-1873. He was born in North Carolina, the son of Edward (b. 1820) and Elizabeth C. (b. 1819) Spivey. Charles and Mollie were the parents of these children, all born in Horry County, South Carolina

I. Edward Grier Spivey (Grier) (b. b. 8-18-1874;d. 11-

6-1890)

II. Mary E. Spivey (b. 1877) married Jim Roberts. They had Luck Roberts who married Anna Doyle.

7. III. Dock Green Spivey (b. 1881;d. 1958)

IV. Effie O. Dora Spivey (b. 3-10-1884;d. 10-16-1886)

8. V. Edna Spivey (Eddie)

VI. Charlie Hinson Spivey (Hinson) (b. 1889;d. 1931) married Annie Belle Gause. They had Dennis and Betty Jo Spivey. Betty Jo married Windell J. Holbert and they had two children.

9. VII. George Spivey

10. VIII. Myrtle Spivey (b. 1893;d. 1970).

IX. Ethel Spivey (b. 1895;d. 10-12-1901)

11. X. Leo McDuffy Spivey (b. 1898;d. 1971)

XI. Raleigh Spivey married Pearl Mishoe. Their children were Elouise, Edward and Ethel Spivey. Elouise married White Aldredge.

2.

Oliver E. James married Annie S. Bennett (b. 11-12-1878;d. 6-25-1949). Their children were:

I. Bethany James (b. 5-7-1907;d. 8-20-1982) married Leon Cleborn Frye.

II. Oliver Bennett James (b. 8-15-1912;d. 5-25-1979) married Bethany Jones.

3.

Frances Asbury James married Rosa M. Hucks (b. 11-29-1863;d. 10-18-1943). They produced:

I. Isadora James (b. 9-29-1890;d. 6-30-1892)

II. Nettie James married Robert Townsend Booth

III. Jessie B. James (b. 5-18-1895;d. 9-2-1984) first married Lillie Floyd (b. 5-28-1893;d. 7-20-1955). His second marriage was to Bartell C. Creel (b. 2-12-1903;d. 2-11-1978).

IV. Boyd James (b. 9-1-1897;d. 9-2-1898)

V. W. Frankie James (b. 11-3-1898;d. 2-10-1910)

VI. Laura Frances James (b. 8-12-1902;d. 2-15-1904)

VII. Joseph James

VIII. Richard James (Dick)

4.

Edwin Preston James married three times. His first

marriage was to Lizzie `Amanda' Rabon (b. 7-10-1868;d. 12-4-1907). Edwin and Amanda were the parents of the following children:

I. Lizzie James married Wylie Edwards.

II. Nancy James married Gurley Johnson.

III. Mary James married Ben Cook.

IV. Daniel Oliver James (Oliver) (b. 4-16-1903;d. 5-20-1987) married Rena Singleton (b. 4-26-1907;d. 9-7-1973).

V. Prudy James married Henry Roberts.

Edwin's second marriage was to Lizzy Cooper (b. 6-16-1890;d. 3-1-1915). They produced:

I. Vick James (b. 9-27-1911) married Fred Richardson (b. 9-27-1904;d. 1976).

II. Edwin James (b. 8-1914) married Ruby Squires (b. 4-30-1918;d. 8-30-1937).

Edwin's third marriage was to Maggie Brooks (b. 7-5-1901;d. 11-26-1938). Their children were:

I. Bessie James married T. W. Smith.

II. Pearl James married W. H. Hill.

III. Lorien James

IV. Josie James married Frankie Godbolt.

5.

John Byrd James first married Alice A. Horton (b. 3-17-1874;d. 8-20-1926). Their children were:

I. Alma James married Ithel Brown.

II. Victor B. James (b. 3-4-1905;d. 12-18-1906)

III. John Dewey James (b. 10-27-1906;d. 12-13-1949) married Foye Jones (b. 3-15-1910;d. 8-26-1968).

IV. Ruth James married Avon Huggins.

V. Hal James married ? Watts.

VI. Doc James first married Beverly Brazil. Second, Doc married ___?___ Bruden.

John's second marriage was to Sally Johnson. They had Barbara and John Byrd James. Barbara married Junior Skipper.

6.

Annie M. James married Levi M. Ludlum (b. 11-1-1858;d. 1-1-1919). They had these children:

I. Albert N. Ludlum (b. 3-6-1889;d. 6-13-1890)

II. Edwin J. Ludlum (b. 1-1-1893;d. 11-6-1912)

12. III. Glenn Ludlum (b. 4-19-1895;d. 3-8-1977)

IV. Percy S. Ludlum (b. 2-12-1907;d. 10-8-1907)

V. Boyd Ludlum

VI. John Paul Ludlum (b. 12-10-1911;d. 3-12-1924)

VII. Hattie Ludlum

VIII. Frankie Ludlum

IX. Ted Ludlum married Letha Jordan the sister of Helen Lenora Jordan Lewis

7.

Dock Green Spivey married Bertha T. Morris (b. 1885;d. 1962), the daughter of John J. Morris and Mary A. E. Moore. Dock and Birtha were the parents of the following children:

I. Elizabeth Spivey married Wayne Hucks.

II. Mary J. Spivey married William P. Foxworth.

8.

Edna Spivey (Eddie) married Berry Singleton. They had these children in Horry County, S. C.

I. Genewood Singleton married Seward Sharpton. They had two children.

II. Raymond Singleton married Elnita Dunn.

III. Spivey Singleton married Wilma Bland.

IV. Carl Singleton married Eulauee Hardee.

V. Eugene Singleton

VI. Charles Singleton married Aliene Rhuark.

9.

George Spivey married Jeannie Poston. They were the parents of the following children:

I. Louise Spivey married Robert McCard. They had three children.

II. Harry Spivey married Alma Sarvis.

III. Charlie Spivey

IV. Preston Spivey married Margarget McCrackin.

V. Madge Spivey

VI. Frede Spivey married Bessie Dunn.

VII. Evelyn Spivey

10.

Myrtle Spivey married Manzy Avender Gause (b. 1892;d. 1966) on 12-30-1919. They had:

I. Hilda Gause married Hamilton K. Avery. They had two children.

II. Barry Gause married Jimmy Gaines. They had three children

11.

Leo McDuffy Spivey married Maude Rhuark (b. 1904;d. 1968). They had the following children:

I. Mildred Spivey married Frederick Donald Lewis.

II. Junior Spivey married Hazel Goode.

III. Mary Frances Spivey married Robert Friend.

IV. Jeannette Spivey married Steve ? .

V. Amos Spivey (twin)

VI. Andy Spivey (twin)

VII. Jean Spivey

12.

Glenn Ludlum's first marriage was to Willie Thompson (Will) (b. 3-3-1884;d. 6-12-1920) the son of Hugh Walker Thompson and Ellen Alford. Glenn's and Will's children were:

I. George Levi Thompson married Peggy Holmes. They had George Levi, Jr. (Buddy) and Billy Thompson.

II. John Thompson (b. 1-22-1913;d. 12-15-1991)

III. Edna Mae Thompson (b. 9-26-1917) married Jessie Watson Lewis.

IV. Allene Thompson (b. 5-20-1920;d. 2-1-1985) married Francis A. Weaver.

Glenn's second husband was Hiram Troy Powell (Troy) (b. 11-16-1881;d. 9-15-1974). They had:

I. Estilene Powell married ? Parker and had Earl and Joe Parker.

II. Joe Levi Powell (Joe) (b. 7-14-1930;d. 6-24-1990) married Carolyn Goud. They had Joe Dean, Barbara and Dianne Powell.

III. Morris Powell (b. 8-8-1934;d. 9-3-1989) m. Lee Cannon. They had Marcia Powell.

References:

1. Early South Carolina Wills.
2. Information from Daniel Oliver James, Betty Jo Holbert and Edna Mae Lewis.
3. I.R.Q. Vol. 13, No. 3, Pg. 19 (Pisgah Church)
4. I.R.Q. Vol. 22, No. 4, Pg. 24 (Spivey, Ethel)
5. I.R.Q. Vol. 24, No. 3, Horry County Cemetery Records, Vol. 2.

6. I.R.Q. Vol. 28, No. 2, Horry County Cemetery Records, Vol. 7.

7. Horry County, South Carolina, Census 1790 - 1880.

8. Pisgah Methodist Church Grave stones

9. Thompson Cemetery Grave Stones

10. Information furnished by Rhonda Booth Marcum on JOHN and PATIENCE JAMES.

Donald F. Inman is an avid genealogist. He is retired and now resides in Melbourne, Florida.

2008 Spring Tour

The weather could not have cooperated anymore than it did for the 2008 Spring Tour in Myrtle Beach. We started at Withers Memorial Cemetery where Chyrel Stalvey led a discussion on the early neighborhoods of Myrtle Beach—Withers, Pine Island, the Old Conway Highway (now Highway 15), Myrtle Village/Ramsey Acres, Myrtle Ridge, Dogwood, Sandridge and some of the early families of the area—Benton, Cox, DuBois, King, Montgomery, Owens, Patrick, Ramsey, Simmons, and Todd.

John and Mary Esther Withers had early land grants for 3,000 acres at Long Bay in All Saints Parrish and raised indigo. The land was centered around Eight Mile Swash, later called Withers Swash. The plantation was located where Myrtle Beach is today. Some believe that the cemetery is associated with the Withers plantation. Eventually Erasmus "Lol" Todd owned the land where the cemetery is located and the First Baptist Church manages it today. The iron archway leading into the cemetery denotes its use as far back as 1870.

A Withers Post Office was established on April 30, 1888. While the exact location is unknown, early maps indicate that its location may have been in the Pine Island area. When it was closed September 30, 1901, its business was transferred to the Stalvey Post Office.

Land for Ocean Woods Cemetery, once called Midway, was given by Thomas McDaniel Owens who lived on the Old Conway Highway, probably in exchange for taxes. It, too, was originally a family cemetery.

Mary Canty welcomed everyone to the Historic Myrtle Beach Colored School Museum and Education Center at 900 Dunbar Street where she attended school as a child. The original four-room, wood-framed Myrtle Beach Colored School opened in 1932 and African-Americans were very proud to have a school of their own. It was closed when Carver Training School opened in 1953.



In 2001 the building was de-constructed because of a road widening project and then rebuilt on land donated by Burroughs and Chapin, Inc. In 2006, the school opened once again. One room is a museum where former students take turns staffing the museum and welcoming visitors. Artifacts from the school and the period are on display, and there is a reference library of African-American history.

Mrs. Canty shared some of her experiences of living in a segregated world when African-Americans were not allowed to eat in restaurants, drink out of the same water foundations, use public restrooms, or go to school with white people. Her daughter, Martha, was one of the first African-Americans to desegregate Myrtle Beach High School.

Frank Clark reported that much of the building is used by the Horry County School System as the site of its adult education programs for the Myrtle Beach area, as well as by Horry-Georgetown Technical College for some of its continuing education classes. "A Father's Place" also meets there.

At the Mt. Olive AME Fellowship Hall, the tour was welcomed by members of the congregation. Bessie Simmons made a presentation on the history of Mt. Olive

AME Church which started as a brush shelter in the late 1800s or early 1900s. From this group grew a group who founded Mt. Olive AME Church in 1907. A video of the 2007 centennial was presented.

Mrs. Canty led a tour of the church which culminated in the large and spacious sanctuary which has lovely stained glass windows. A covered dish lunch was enjoyed by all in the fellowship hall.

Spring Tour Photos by Carlisle Dawsey

Top: Chyrel Stalvey with tour group.

Right Page (Top to Bottom): Mary Canty, Frank Clark with tour group, and Bessie Simmons.



Early Photo of the Colored School courtesy of South Carolina Department of Archives and History.



Peter Vaught Sr. Letter to Governor Francis W. Pickens

Transcribed by J. Benjamin Burroughs

The following is a letter from Peter Vaught Sr. to South Carolina Governor Francis W. Pickens dated June 22, 1861. The original letter is the property of Coastal Carolina University.

All Saints Parish, June 22, 1861

His Excellency Governor Pickens

Dear Sir permit me to trouble you with a feeling in regard to the exposed situation of this place — The Bar of Little River is but little inferior to Geo Town Bar. Strange vessels have been seen anchored off & sending boats in sounding the channel. The inhabitants are fearful of a visit from our northern friends — we have built a Fort at our own expense but it is unoccupied and we have no powder or ball and in its present situation might be used to our injury — Our men at first were attentive to drilling but finding themselves neglected have quit. I hope your Excellency will think of this place & give what assistance [is] in your power. The men have arms but no ammunition.

In haste very Respectfully

Your Obt Servt —

Peter Vaught Senr.

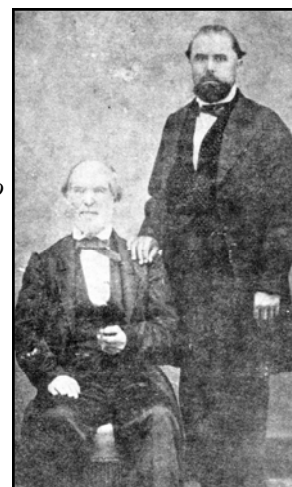


[Written on back of the letter]

*Letter from Peter Vaught Senr to Gov. enquiring about Coast Defense
June 22nd/[illegible initials]*

Col. Moses will write & say — Col. Manigault is organizing a regt. to protect that coast & refer him to Col. Manigault.

FWP [Francis W. Pickens]



Peter Vaught Sr. and Jr. circa 1864.

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